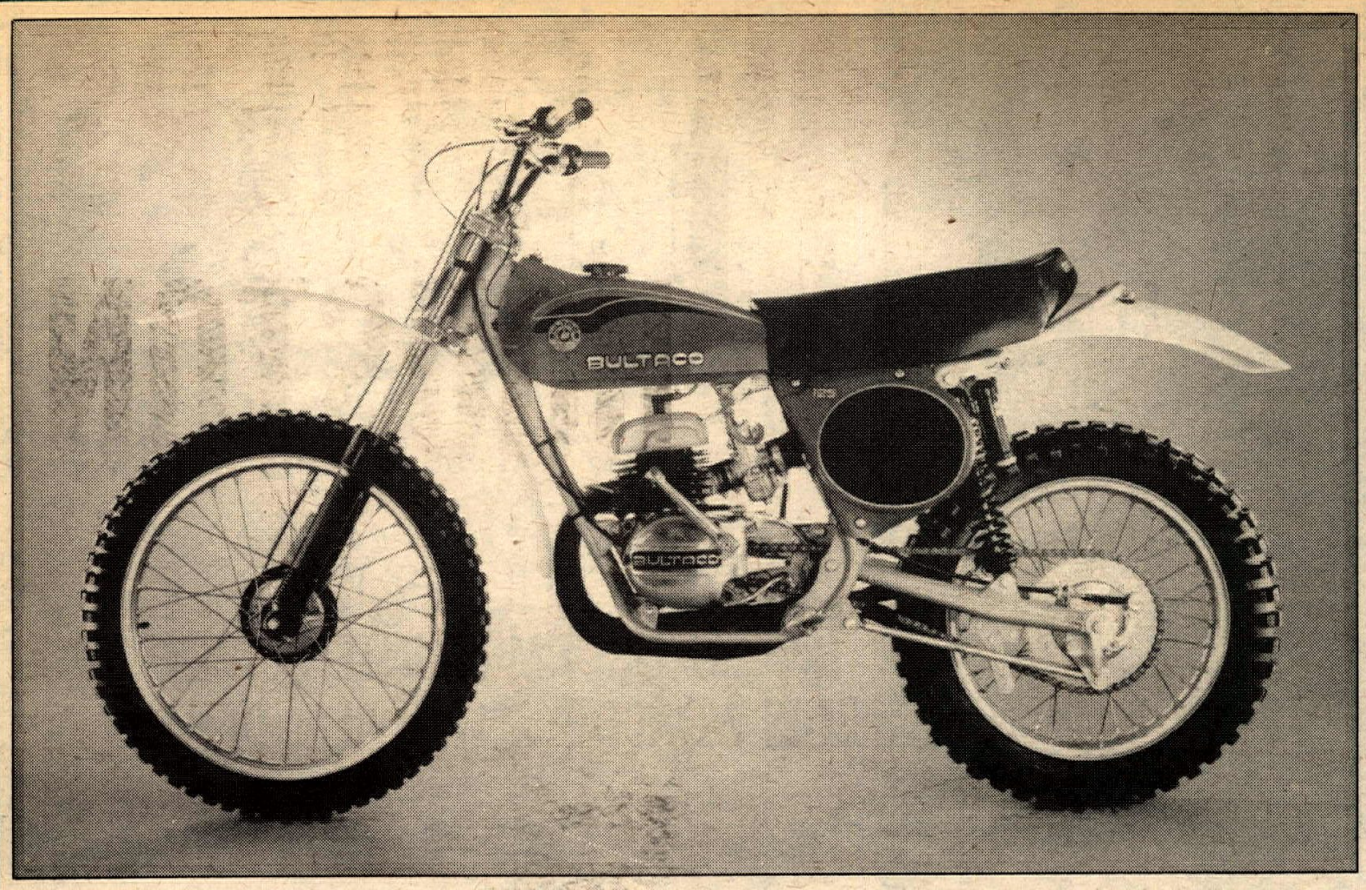
CYCLE NEWS®

Volume XIII : Number 5 : February 10, 1976 **50¢**

TEST ADOLF WEIL REPLICA/6
PREP SUZUKI RM MAINTENANCE/14
DATES WORLD EVENTS CALENDAR/20

NEWSPAPER



Bultaco 125cc Mk 9 Pursang (above)

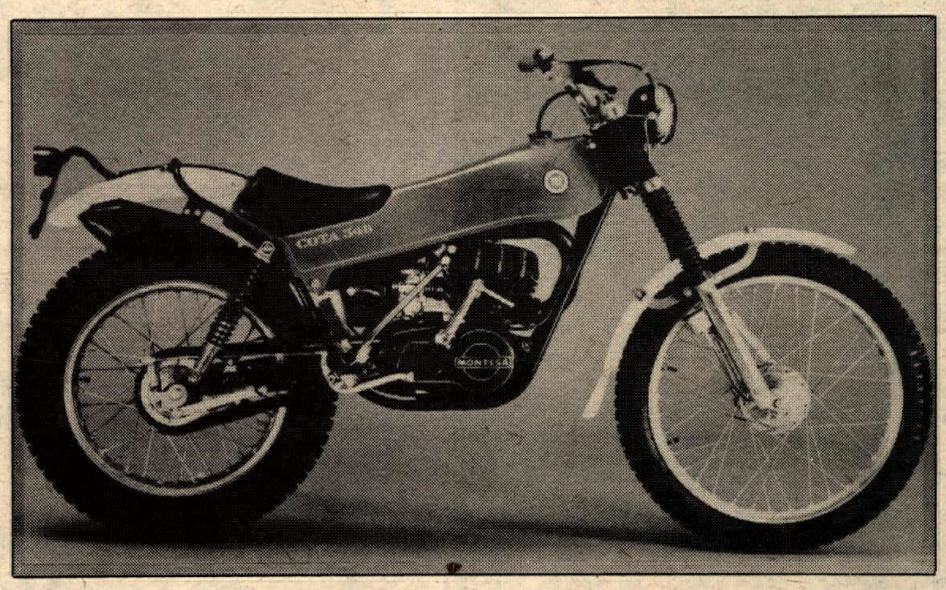
New Bultaco-made finned forks and moved-up gas Telescos, redesigned engine, 28mm Bing, trick looking pipe and six-speed gearbox are some of the new features as Bultaco continues to transfer "works-like" technology to its smaller production MXer. When they say "power where you want it," they must mean WFO at 11 grand, judging from the length of the silenced chamber. The 192 pound (wet) chassis develops seven inches rear travel, slightly more up front.

THE LATEST POOP BY PAPA WEALEY

DOS NUEVOS (two new ones)

Montesa 348 Cota (right)

Want to go slow instead? Montesa's six speed 310cc "Malcolm Rathmell Replica" (sort of) will be available in April sometime. Specs call out 12.3 inches ground clearance, 195.5 pounds wet. Thoughtful details abound, like oilers in all cable housings, springloaded foldbacks on shifter and brake levers, and a unique plastic sheath that provides 95% protective enclosure for the chain. Shocks have been mildly cantilevered. It's as close as you'll get this year to the works trialer that won six national trials championships in 1975.



Contingency sponsors adding to the riders' take-home pay at the Houston Nationals were: ABC/Bell Leathers, Bates Leathers, Beck Arnley, Bell Helmets, Bel-Ray Lubricants, Champion Spark Plugs, Diamond Chain, Goodyear Tires, Red Wing Suspensions, Sure Fire Compression Releases and Vista Sheen.

Rick Hocking's win in the Houston TT and second in the short track fattened his wallet by $8,300. Nice way to start a new season.

Unlikely Duckling Update: It ran great until it seized, its first time out at Willow. We'll delve into the cafe-converted TM400's further development as soon as we can pry the Lame Camel's fingers off the bars.

Election returns: Ron Sloan (West Region) and Bill Baird (Central) were re-elected as Class "A" (general membership) representatives to AMA's powerful Board of Trustees. Out East, Mark Rosen replaced incumbent Andy Stone.

Have you Californians noted a carefully-orchestrated media campaign to support arming the CHP with radar? Nobody's admitting it, but the Feds began on January 1 this year to "certify" individual states' speed control programs for the 55 limit. And, as in the helmet hassle, their whip hand is the same form of highway fund blackmail. Coincidence?

That rumored Cerebral Palsy benefit motocross at Santa Maria's Spillway Park is a definite thing; scheduled for April 25 as an AMA District 35 double points run. Call (805) 937-6171 for info.

Don Vesco is still finishing the bits and pieces of that Husqvarna 360CR road racer for Pat Evans, looking to have it done sometime after Daytona. But what Don said he really wanted to build was a Yamaha TT 500 road racer. Funny how many different people have told Papa that same thing. Anybody at Japan, Inc. getting the hint?

While the domestic retail sales scene continues to languish, our British cousins are on a motorcycle buying binge. Could be they know something about Arab-Israeli relations that we don't.

The American Motorcycle Drag Racing Assoc. (AMDRA) did a turnabout and landed a March 4-6 National date at Bithlo, Florida after hope had been given up on throwing a digger's biggee at Daytona time. Purse has been tentatively set at $20,000.

Yes, Virginia – there is a Suzuki RM-100. It's a downpipe five-speed configuration similar to last year's RM-125 that shares the same cases, gearbox and porting configuration. Chassis are similar, but the 100 sports slimmer, lighter forks, slightly less travel and lower seat height to make it suitable for "the younger rider." It should be hitting the dealers soon.

Barry Sheene and Suzuki GB, entered for the Daytona 200, have picked up additional sponsorship from Texaco and from Forward Trust Finance, according to our AMA pipeline.

Many-times World Champion Phil Read will ride a Vesco-tuned/prepared TZ750A at Daytona. The bike is one that had been sitting at Berkeley Yamaha until Lester Wheel bought it. Vesco says, "Don't know how fast it will be, but Phil will give it a good ride."

Rod Spencer got it together to lap the Fremont Marathon field twice while herding Hodaka's new 250 to a two-hour win.

Rick Hocking, still hot from Houston, did it to 'em at the Cow Palace January 30, winning the Frank Gillespie benefit indoor short track in handy fashion. We'll have a full story and pix next week.

After flagging away the last heat race at the Cow Palace benefit, starter Hoy Odom (Jim's dad) died of a sudden heart attack. Services were held February 2, burial the following day.

In an interesting turnabout, NHTSA's Lew Buchanan (remember him?) delivered a technical paper before an audience of traffic engineers last fall that: a) did not mention helmets once, b) emphasized rider education, and c) even suggested that motorcycles be allowed access to express bus lanes on freeways!

In what sounds like sour-grapes helmet backlash, the California Assembly Ways and Means Committee killed the Carpenter motorcycle rider education bill (AB1809). One of the grounds for reversal was the question of whether or not students must wear helmets.

Bikoni, Ltd., announced a $2,000 Daytona contingency program for users of Koni shocks.

AFM North dropped us a note saying they would begin paying corner workers $5 per carload at Sears Point this year. First AFM points race date at Sears is March 14. Call (415) 792-5753 for info.

While we're all in favor of cheap motorcycles, Cycle News doesn't want to encourage price wars between dealers who are already being hurt by a basically unhealthy situation. It's for this reason that we're no longer accepting advertising that carries the prices of new motorcycles. Used bikes in the want ads are a different story.

Central readers heads up! Mid-America Raceways near St. Louis has joined the W/ERA road racing program with May 1-2 and August 14-15 as definite dates; October 9-10 as a probable. Mid-America joins Texas World as the Western Division's "Central Region," while Fasttrack in Phoenix and Willow Springs in California are set up as "Pacific Region" or something like that.

Gary Nixon stood up at W/ERA's awards banquet and told Eastern riders he'd help lead a team in a tentative East/West challenge race some time in 1976. He seemed to think that California riders would be no problem. Is that true, folks?

Is enduro fever catching western road racers? When CMC's Pat Manning suggested running a 12-hour "Race into Darkness" he got a rousing chorus of "Yays" at a recent Willow Springs riders meeting, along with one guy who yelled, "Yeah, but with stock lighting only!" (Sadist.) Now W/ERA is considering a series of Saturday 4-hour qualifiers for a to-be-announced 1,000-miler.

W/ERA will be at Kent, Washington's Seattle Int'l. Raceway as many as five dates, according to a recently signed letter-of-intent. Western Coordinator Steve Riley has been on the road (in case you've tried to reach him, lately) talking to Ontario, Laguna, Willow, and points northeast. The full 26-event Western Region calendar should be firm by February.

We are preparing an all out 50cc road race article covering as many makes and models as available. If you have a 50cc fiberglass flyer of interest please contact the teacup editor.

Things have been awful quiet in the continuing saga of Jammin' Jimmy Weinert. Now officially out of a Yamaha ride the world awaits the inevitable announcement. Will it be door number one, door number two, or the ever popular number three?

Round number two of the National Trials Championship will be held at County Line Cycle Park between Dallas and Ft. Worth. The sponsoring club is the North Texas Trial Association and information on the May 29th event can be obtained by writing NTTA, 2 Elm Lane, Plano, Texas 75074.

Pierre Karsmakers spent his off time this winter at home in Europe. At home in Europe? Visiting in Europe? After all Pierre still plans to become an American citizen doesn't he?

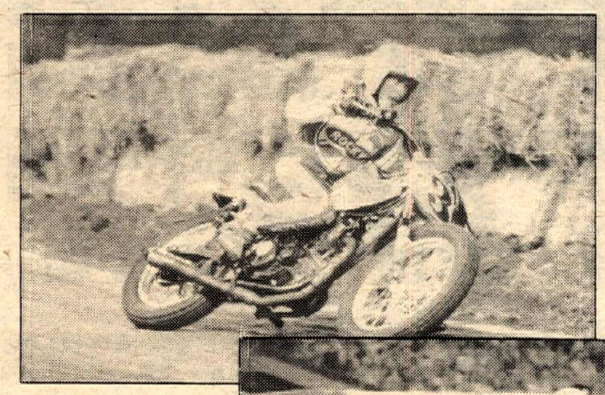
Do not Armor-All your street tires on rainy days.

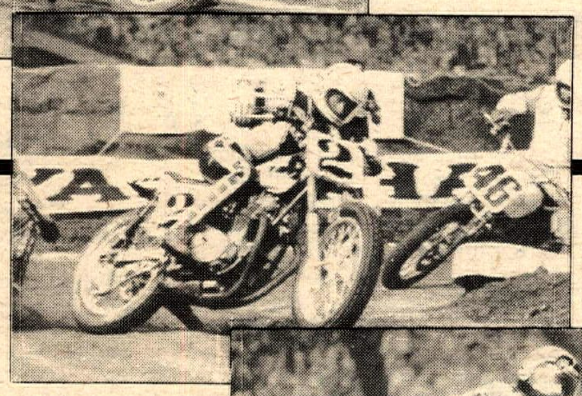
The 3rd Sunshine Cycle Nationals, originally scheduled to run at Ormond Beach, Fla., will be held March 4-5-6 at the Central Florida Dragway, 14 miles east of Orlando and 10 miles west of the Kennedy Space Center, Fla. For more info., contact the AMDRA offices, 213/772-2774.

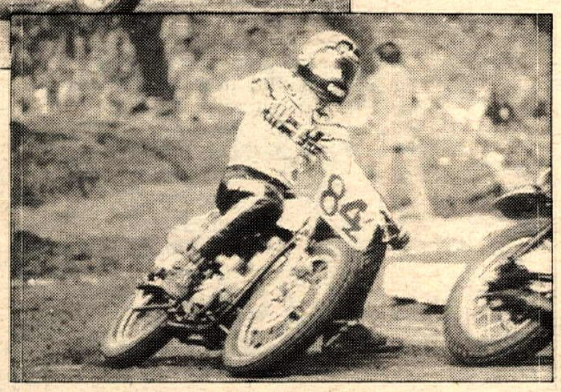
Gary Fisher, Reg Pridmore and Steve McLaughlin will become Team Butler & Smith for the Production go at Daytona.

Brad Lackey will give the Florida Winter-Series a pass to go into heavy training in Sweden for the upcoming Grand Prix season. Kent Howerton trained with Brad right after the 500 series and said that he and Brad used to go running. Kent would get tired and hitch hike home while Bad Brad kept on going.

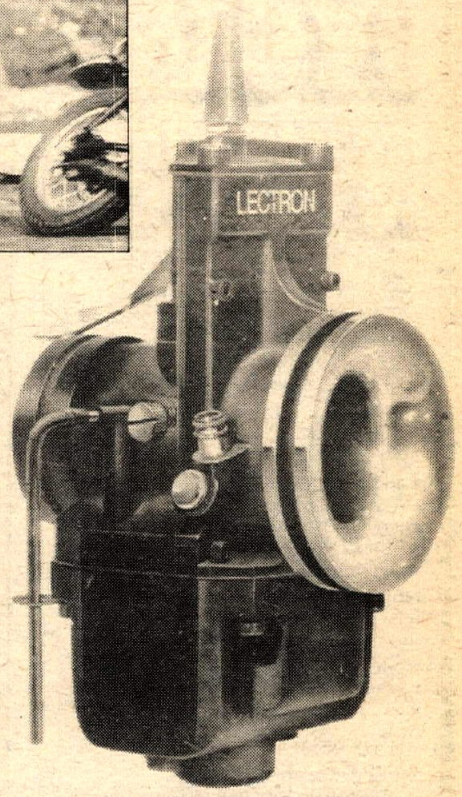
LECTRON SWEEPS HOUSTON







Rick Hocking (above) wins Houston National Championship TT to lead 1976 point standings. Hocking was the second fastest qualifier. Number two in 1975 National standings, Kenny Roberts (center) places second in Houston. Roberts was the fastest qualifier. Last year's top Junior in Midwest region, Ted Boody (right) wins Houston Trophy race.



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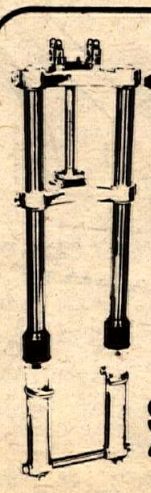

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ON THE COVER: What goes up must come down. In Hillclimb that means in two pieces. Precariously perched photo by Dennis Greene.

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VOICES OF THE WEST

Tired of the biggies

Why is it that all you read in Cycle News is about *"Pro's?"* I think *all* riders, Novice and Amateurs, who are good enough to pay their entries and win trophies, should have a little recognition too. After all, the "Pros" had to start from the bottom too – and I get tired of reading only about the same big names.

Let's be fair – give every good rider a chance at the news. How else can he become a well known rider?

A MOTORCYCLIST'S FRIEND
Santa Clara, Calif.

You really blew it. You had a chance to get your name in Cycle News but you didn't sign your letter . . . Editor

He wants results

I am a subscriber and I've noticed, in the last few months, that the only results from AMC you have are from O.C.I.R. (Wednesday night). As a steady racer of AMC at Saddleback, Carlsbad, etc. I enjoy looking at the results to check out the competition, or to possibly see my name listed. I wish that you would start your results on AMC again.

MATT TEDDER
Montclair, Calif.

Matt, we ask our correspondents to always submit results with their race reports, but for one reason or another, they sometimes don't. Rest assured, we'll print 'em when we get 'em . . . Editor

What's too easy?

Your article mentioned that our trials was too easy. At recent ATA meetings, they've been trying to get the clubs to quit having ridiculous and dangerous sections. KCOTA is not going to cater to the Expert/Amateur at the expense of the Beginner in trials.

The range of points at our Jan. 11 trials was Expert 1 – 69; Amateur 28 – 85; Nov. A 12 – 85; Nov. B 15 – 117; Nov. C 29 – 50; Juniors 10 – 69. This seems in line to me. We received a lot of good comments from other ATA members that this was one of the first true family trials that the whole family could ride side by side.

RON SPRAYBERRY
Kern County Observed Trials Assn. (KCOTA)
Bakersfield, Calif.

Great (desert) Scot

I will not make it back to California for the Chaparrals' 1976 run, but I'd like to pass on Christmas wishes to all desert riders. Good riding and hope to see you soon.

JOCK CRICHTON
from Scotland

P.S. Can we have more desert news in CN? It helps bring a little sunshine to the cold, wintry shores of the U.K.!

Jock's the kilted Scot who came to this country twice to ride the California desert while his workmates at home pledged so many quid (or whatever) for each mile he completed to a worthy charity . . . Editor

Points for Virginia City?

We of the Western States Racing Association are trying to get Home District Points for the 800 riders that will ride the Sixth Annual Virginia City Grand Prix. All riders that want points should write their District Reps, and tell them. We can only ask the Districts for your home points. You the riders have to convince them that you want the points too.

JAMES R. HERSCHMAN
Referee, WSRA
Reno, Nev.

Snow job

Why don't you send me a kit for reporting on the races here this summer – and snow depth this winter. The skiing at Jackson's been great.

TOM GENNINGS
Thermoplis, Wyoming

Your contributor info is in the mail. How about trying some ice racing before all the white stuff melts? If it'll make you feel better, Californians have forgotten what a raindrop looks like . . . Editor

Back again

Mike Kinsella has recovered from a recent accident – Ed Doody has recovered from a recent marriage. We are once again ready to cover the Northern California Enduros. Shall we cover the Sawmill Enduro on February 15?

MIKE KINSELLA
Hayward, Calif.

Welcome back guys, and that's a big 10-4 on the Sawmill . . . Editor

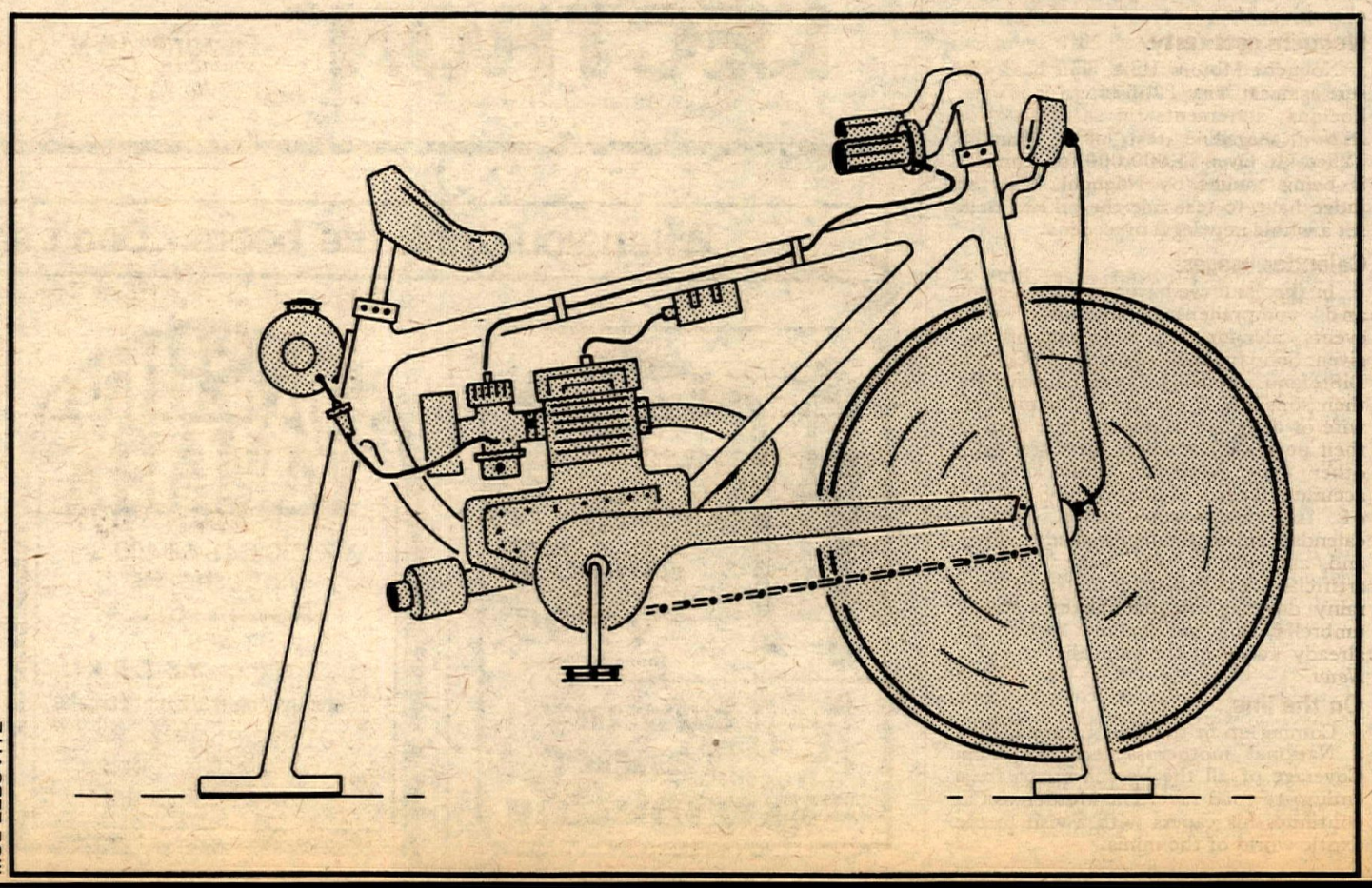
Pedal power

This is a cartoon drawing done by me. For awhile I'll be riding this type of bike, I'm recovering from open heart surgery. I had a heart attack during the Viewfinders GP in June of last year.

Those many days I spent in the hospital your paper was of great comfort to me . . . Thanks.

MOE LEBOVITZ
Redondo Beach, Calif.

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.



MOE LEBOVITZ

UP SHOT

JODY WEISEL

DiStefano, Hannah open up in Florida

The opening shots of the 1976 motocross season were fired off in the sand of Jacksonville's North Florida Raceway with a little old news and a little new. The world's hottest rider, Tony DiStefano, continued his Trans-AMA and Anaheim streak by winning the talent-laden 250 class in a drenching downpour. New Yamaha teamster, Bob Hannah, joined Tony D. on the victory stand by taking the Open class honors. Complete coverage next week.

American Indoor Championships

A crowd of 15,000 short track fans invaded Cleveland, Ohio's Mileti Coliseum on January 31 to watch Steve Droste (Yam), Garth Brow (Bul) and Mike Gerald (Yam) sweep the top spots in the third round of the Indoor championship series.

Noguchi gets testy

Noguchi Motors USA, Inc. has filed suit against Daisy Publishing for alleged libelous statements in a *Motocross Action* magazine test of a Noguchi 125cc kit. Over $1,000,000 for damages is being sought by Noguchi. Will the judge have to test ride the bike? Could set a whole new legal precedent.

Calendar usages

In this issue we have provided a giant and comprehensive pull-out world events calendar. This is so that on any given Sunday Mrs. Agostini, DeCoster, DiStefano and Mikkola can know where their sons are. If you aren't the mother, wife or daughter of one of these men or their peers do not worry there are many other uses. A person could keep an accurate record of the weekly where's of international racing. Twenty calendars rolled tightly, soaked in water and allowed to dry make excellent artificial logs. Taken to the races on a rainy day the calendar makes a handy umbrella. Dog and parakeet owners are already aware of the versatilityof *Cycle News*.

On the line

Coming up in the near future will be a National motocross team roundup. Coverage of all the best in racing from enduro to road race. The Motocross Cat continues his capers with a visit to the exotic world of the minis.

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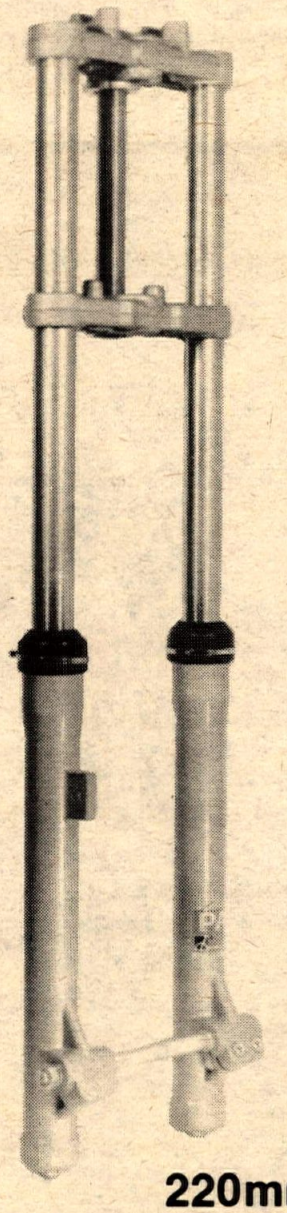

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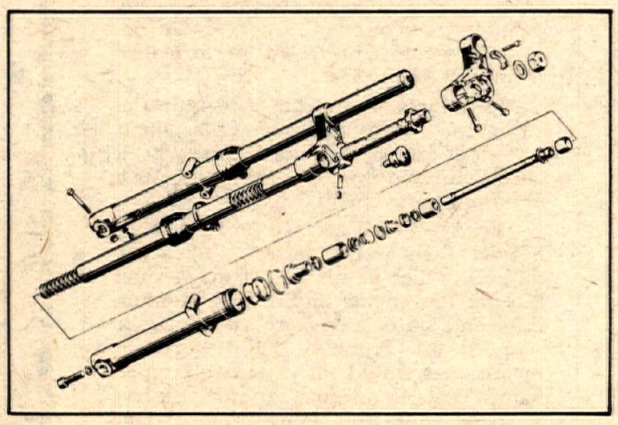

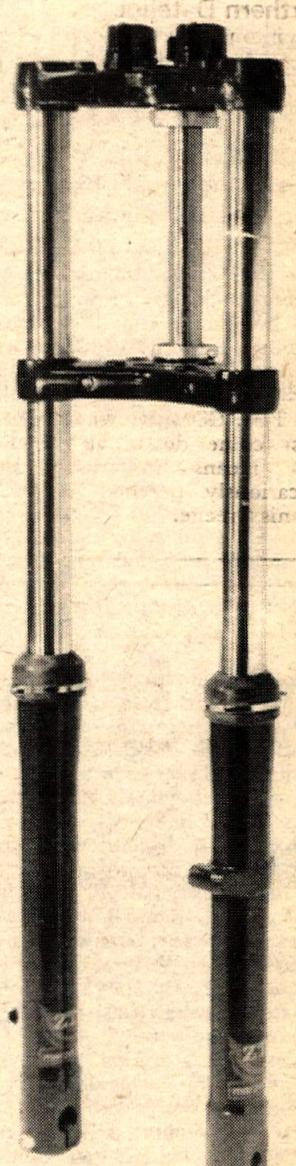

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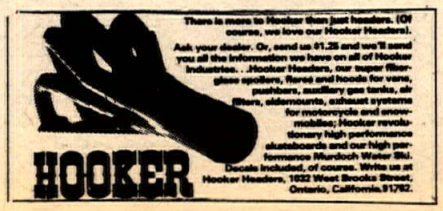

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New AW440 Maico: All's W

By John Huetter

It just makes you *feel* so good. That's why most of us started, and have continued, riding motorcycles. All the cliches really do

have a basis: the ones about freedom, personal power trips, dealing with a machine that becomes a part of you instead of fighting you or dehumanizing you. It's basic dogma in the new cult of the sensual imperative that if it feels good, you should do it. You should ride an AW-440 Maico.

There is a reason why Adolf Weil always looks so smooth, so controlled, so effortless as he steely-eyes his way around a Grand Prix track. He is a quick, clever, crafty, and very knowledgeable rider. There's another reason. He is on a motocross machine that wants to help him rather than hurt him. In doing so, it gets from A to B with less fuss, drama, or bother than most of the machines it will be pitted against.

Adolf has nine inches of fork travel — that's *Maico* fork travel. A strong case can be made that it is still the best in the motocross world. Adolf also has nine inches of rear axle travel provided by cantilevered gas shocks with lower mounts about halfway up a swingarm that has been extended to provide straight line stability for all that up and down movement. Adolf's bike had the engine moved forward just a taste to encourage quicker, tighter turns from the chassis. Herr Weil has always favored alloy fuel tanks. They're about two pounds lighter than plastic, seem to leak less around the petcocks and they look so "works" it's unreal. Last year, he finalized his personal racer's configuration with very good plastic fenders and, finally, a five-speed close ratio gearbox. Weight was about 210 pounds.

Eat your hearts out! Another ultra-trick Grand Prix works bike that you would only see in pictures and your dreams. (If you're weird enough to dream about motorcycles.) Particularly since the Maisch Bros. are pretty conservative and don't really see themselves in a model race with every other bike builder. They know they have this handling thing licked.

But then they have also developed a reputation for selling pretty damn near the machinery they race. So this year, it happened. Adolf deservedly got his name on the marque he has served so long and so well and you and I get a no-nonsence replica of his works bike whether we deserve it or not. If you have any interest in motocross at all, or just an affinity for simply functional machinery that does what it's built to do very well, you will consider $1858 for an AW-440 ($1828 for an AW-400) a bargain you can't pass on.

Lapsing into the cold, hard objectivity that is supposed to be the test rider's only mode of operation, we're obliged to tell you that there are some differences between the AW-440 which Cooper Motors' made available to us and the one Mr. Smooth rode. Maico's specifications sheet modestly claimed only 7.5 inches of front fork travel. We measured slightly over 8.5. The same specs say 6.4 inches at the rear axle. It's actually 8.4 and it's the best rear end we've been privileged to ride so far. This sucker gobbles up two-foot deep whoop-de-doos like they're fire roads. Nothing encountered seemed to confuse either the front or rear suspension. A six foot downhill jump onto the front wheel while running at the low end of fourth gear soon became standard when you got your courage screwed up to try it every lap. The nitrogen-charged Girling dampers surrounded by 135 lb./in. springs were faultless in performance from first ride to last.

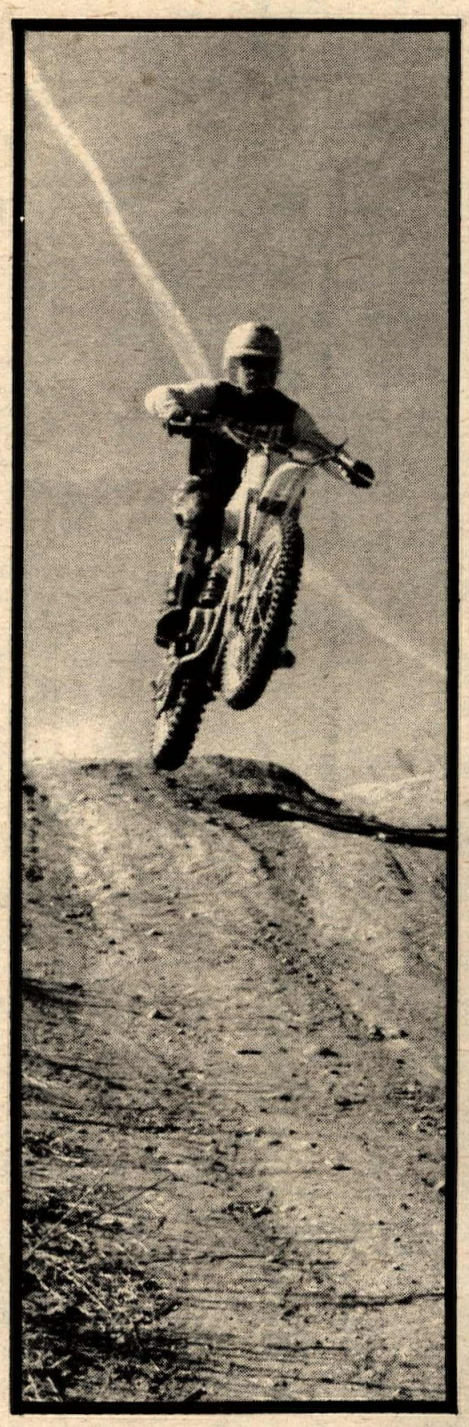
More facts about the AW-440: the swingarm, chassis and engine placement are identical to the works bike. Even better, for most people the change is a definite improvement.

The AW-440 is also 10 or 15 pounds heavier than Weil's personal bike. The difference lies in his use of magnesium bits on the engine and dished titanium nuts and bolts anywhere they can be screwed on. Probably $400 worth of metals that would fill your two cupped hands. You could do it, too, if you had a spare four bills lying around. Our advice: Don't bother. The power to weight ratio of the AW-440 is mind-staggering as it is.

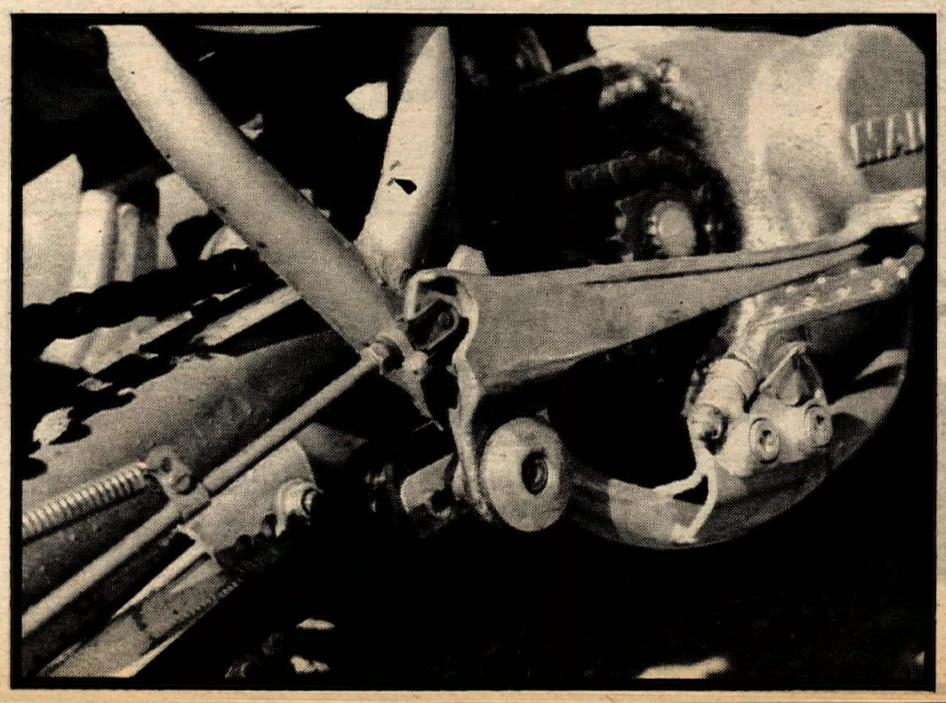
Internally, the 82mm X 83mm cylinder is unchanged but the new AW-440 is faster than its predecessors. There are three reasons for this. It has a new pipe which gives it more top end (Incidentally, there is some loss in low end but it is unnoticeable unless you previously used your 440 for pulling a plow. It still has more than enough; much more.), a five-speed gearbox which lets it run out faster and gives more flexibility in external gearing, and a rear suspension that gets more power to the ground. The rear wheel doesn't want to jump around and throw the horses into thin air. A softer compound Metzeler "Motocross" knobby doesn't hurt, either, when it's time to hook up and depart. It does wear faster, though.

All is not perfect with the 440. That big piston travelling through its long stroke makes some vibration. However, the vibration is not felt through either the new-design handlebars which feature a "CZ bend" or the newly-reinforced spring-loaded footpegs. The vibration does make nuts come loose on a new bike. In our case, one of them was the swingarm axle nut.

There are still a couple of unnecessary things on the Adolf Weil replica. The silly Maico sidestand should be dropped entirely and the mounting tabs hacksawed off. It's also about time for Maico to start using the dog-leg Magura levers instead of the



Herr Maisch and the boys at the factory aren't sitting on their gas Girlings. With cantilever FMS suspension on the tail the forks have finally found an equal equal partner with over eight inches fore and aft. The plastic tank is left off the Adolf Weil Replica in favor of the old man's alloy works tank. From the brake pedal to the Champion du Monde decal the AW 440 bristles with class.



eil that ends Weil

hand-wrenching old style controls.

Everything else on the AW Replicas works better than it ever has. The engine cases are shortened and streamlined. The engine is wider to hold more and bigger gears for a five-speed box that was overdue for this bike. The Maico chassis magic has worked again. The bike turns faster and better yet still feels stable in straightline charges at speed. The engine is actually a full inch farther forward. There are new tubular headstays, just like on the works bike and a case-mounted chain tensioner that is *better* than the ones seen on the '75 works bikes. It is a very nifty and necessary item with over eight inches of rear axle travel. The German Falk plastic is good, if maybe one notch below Preston's product. There were no cracks or dings apparent at the end of the test. There is a slightly larger plastic airbox with improved anti-water features that holds the latest model TwinAir foam filter, a filter which seems to keep changing in its configurations and works better all the time.

Most of the old Maico bugaboos have also disappeared. There was no leakage from the head gasket; no drool from the shift lever. It was generally an easy starting bike, firing off by the third kick; often, the first kick. The gearbox was more like an old CZ gearbox with an extra speed than the Maico boxes we remember . . . nice. The brakes are first class. The rear stopper is now actuated by a straight pull rod which increases both feel and stopping power. The front conical-hubbed brake is as good as any for motocross. Both are progressive and we never felt any fade. It's like the factory got their act together in all functional parts of this racing machine.

It still has the character of a Maico. Adolf Weil wouldn't have it any other way. The AW-440 still looks big and angular but it also looks mean and intimidating. There is all that space between tire and fender and that tall, massive collection of cylinder fins that grab the eye and translate into: 1) suspension travel and, 2) power.

When a rider sums up his first day of testing with the single sentence, "I want one," there's not a whole lot more to be said about how a racing motorcycle affects you. But there is one inescapable aspect of the Maico AW-440 that you, the rider-owner, must be prepared to deal with. When you show up at a motocross track with this bike, you are automatically labeled "King of the Hill" and everybody who imagines they can even come close will choose you off. You may not be ready for this sort of ego involvement. Then, you really may not be ready for the surprise when you discover the 440 has prepared you to deal with just this sort of challenge, either in practice or on race day. Anybody even vaguely at the same level of rider skill finds they can't catch the 440. ●

Specifications

Engine	2-stroke piston port/ 438cc displacement
Bore X Stroke	82mm X 83mm
Compression ratio	12:1
Carburetion	Bing 54 series 36mm centerfloat
Air Filtration	Twin Air foam filter
Transmission	Down 1-N-2-3-4-5 Up
Internal gear ratios	2.98,2.17,1.65,1.25,1.00:1
Ignition	Flywheel magneto (with points)
Suspension:	
Front	Maico fork/travel 8.7"
Rear	Girling nitrogen/travel 8.4"
Brakes	Conical aluminum with single leading shoe drums
Wheels/Tires	Akront alloy rims/ Metzeler 3.00 X 21, 4.50 X 18
Fuel capacity	2.1 gallons of pre-mix
Wheelbase	56 inches
Ground Clearance	8.5 inches
Seat height	34 inches
Dry Weight	220 lbs.
Price (West Coast)	$1858

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DENNIS GREENE

Is this a Hillclimb at Saddleback, or a crash course in modified Kung Fu?

Great day for a climb

By Ann Powell

ORANGE, CAL., JAN. 25

It was a great day for a hillclimb, the Matterhorn was smooth and fast, and the riders were inspired by the fact that they were off to a new year. Many sported new number plates showing that they had topped their classes in 1975.

The big upset came in the 400 stock class. This class has been the private domain of Kerry Peterson, and his bright yellow Maico, for over two years. But riding down from up north, on a super hot Yamaha, was George Tidwell. Tidwell is not a newcomer to hillclimbing, but this was his first go at gathering points in the Saddleback Hillclimbers' Association competition. He got off to a big lead and took out the undefeated Peterson.

Peterson is one heavy competitor, and showed his stuff by making a comeback in the 400 modified class. Still on his Maico, he not only went on to defeat Tidwell, he ended first in the class.

George Sauer, always a favorite with the crowd, has not been noted as being a top contender, but something must have inspired him today. Sauer entered several classes but made his best showing in the 500 stock class where he took his stock Yamaha right into second place behind Carl Collier.

When more than 60 of the 99 entries topped the 'Horn in the first round of competition, it became obvious that this was going to be a long event. The starting block was moved up on the hill but many riders continued to go over the top. Rider after rider went over and the start was moved higher. Finally, from the third move up point, the field had been narrowed considerably.

It was down to three riders; Kerry Peterson, winner of the 400 modified, Dick De Rosa, winner of the 650 modified, and Neal Mackel, winner of the 650 modified and Open class.

Peterson pulled up to the starting log with a perfect showing. Both De Rosa and Mackel carried one miss from earlier starts. Mackel and Peterson had the advantage. Each had two chances to top the hill from this point. De Rosa had only one. Peterson was the first to run and he breezed over the crest, throwing a rooster tail halfway back down the hill. De Rosa was out when he stopped at the 296 foot mark. Riding in the 650 stock class, Mackel went out at the 288 foot mark. The only thing left between Peterson and the top award was Mac's ride in the Open class on the super Triumph.

The Tri pulled away from the log well, but something happened. The bike began to fishtail, Mac's long legs flew outward, his feet came off the pegs, and the ride was over at the 321 foot mark. The big win went to Kerry Peterson. ●

Balentine boogies to third DRA victory

By Dale Brown

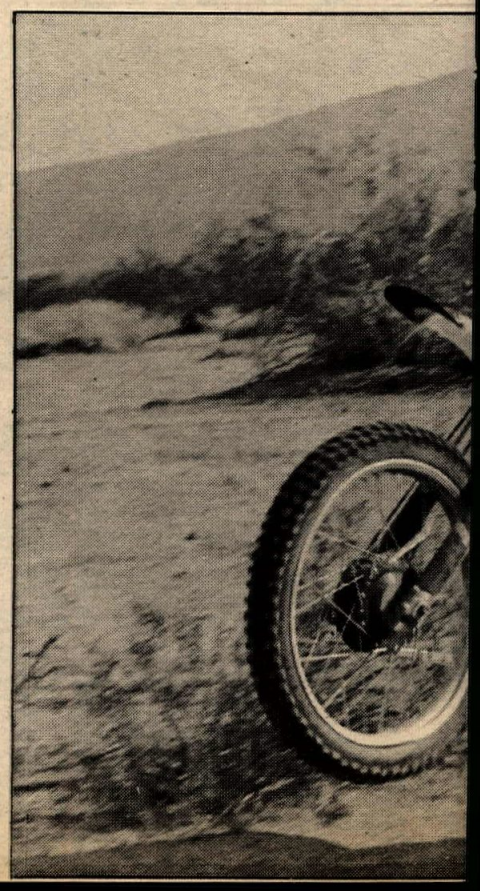
RED MOUNTAIN, CAL., FEB. 1

Bob Balentine remains undefeated in 1976 by winning his third point run of the year, leading all the way, in DRA's 66-mile triple hare scrambles.

Balentine (400 KTM) led from the smokebomb, but he spun out on a ridge on the first loop. Seeing Tim Bowman (400 Yam) charging at him, Bob picked up the still-running bike and split. He never had a problem or a challenge after that.

Amateur Randy Martin (400 Yam) followed Balentine to the bomb but dropped back to fourth before he found a rock waiting for him and an abrupt

Here he is folks, Bob Balentine, winner of t



meeting followed. Tom Brooks (250 KTM) worked his way up to second by the halfway point of the loop. Bowman and Robbie Parma (400 Yam) completed the top four at the end of the first loop.

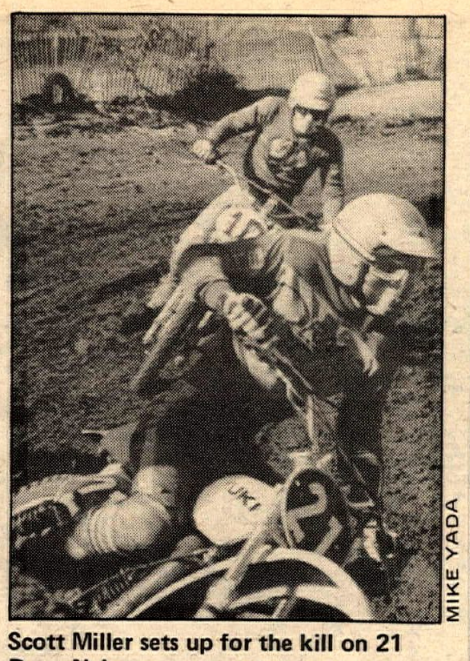
Both Parma and Bowman dropped out on the second loop; Bowman lost his clutch and Parma had unknown problems. That moved Jamie Avels (400 Yam) up to third and Jeff Wright (250 KTM) to fourth. Wright had crashed three times on the first loop.

Balentine had extended his lead over Brooks by the end of the second loop and Tom ran out of gas just before his pit, seizing the engine, but he still got going in second.

On the last loop, Wright passed Avels. Jamie gritted his teeth, vowed that "all the KTMs aren't going to beat me," and passed Wright back. Jeff stayed right behind for most of the loop but the pressure on Avels let up after Jeff crashed.

Balentine was in for the finish, after lapping all but the first three Beginners. Brooks stayed in second, looking much more impressive than in his previous showings this year. Avels and Wright were next in with Jamie breaking up the KTM parade. Heath Hibbard finished fifth on his new 400 Mono. Tom Kelly worked his way up from a bad start to finish sixth and first small-bore. Monty Lee (250 Bul) garnered seventh overall, first Amateur. In at 15th, Chris Gray (250 Hus) was first Novice.

Ramon Lowe led the Seniors on the first loop, but Gus Paull came from ten positions back to lead the second loop. Ramon got by again on the last loop to win. Meanwhile, Gordon Schmid had worked his way up from the pack to join the fracas, and it was Ramon, Gus and Gordon all within seconds of each other at the finish. ●



MIKE YADA

Scott Miller sets up for the kill on 21 Drew Nelson.

Another day with AMC

By Mike Yada

CARLSBAD, CAL., FEB. 1

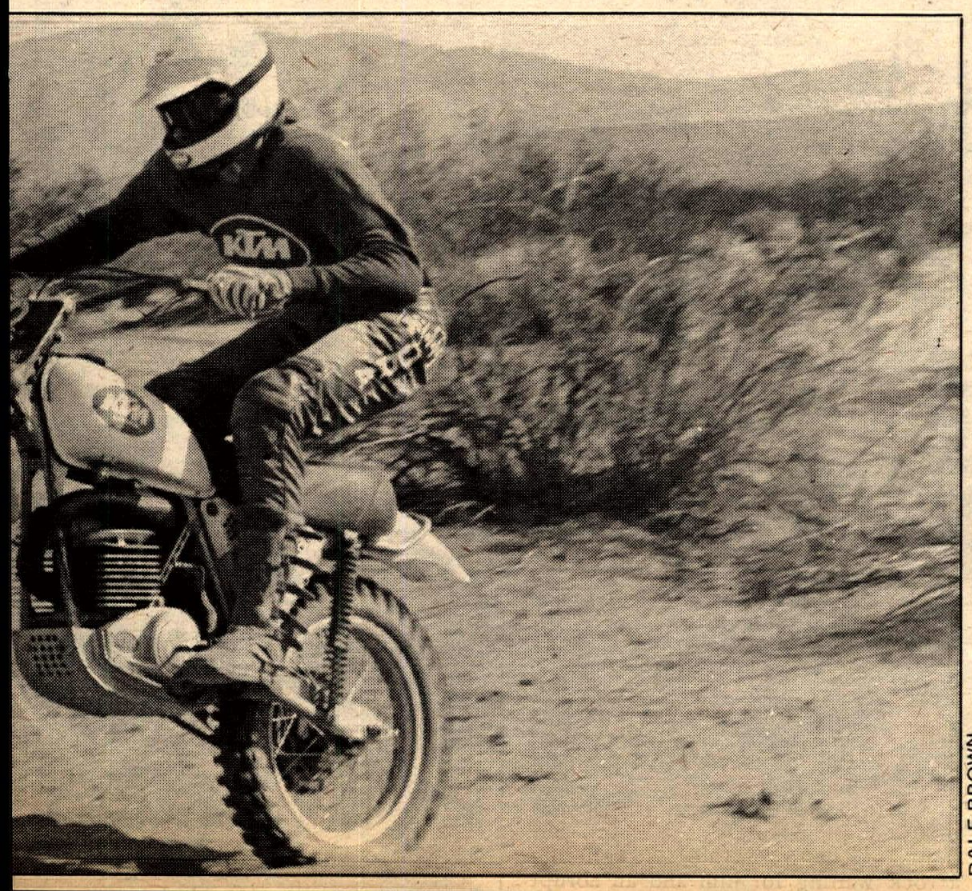
Looking much like a hot summer day, the first day of February provided the spectators with plenty of hot sun. The action, on the other hand, didn't come close to reflecting the day's weather outlook.

Wayne Boyer ran away with the 500 Pros in almost boring fashion, while Scott Miller followed suit by taking the 250 Pro bash.

Boyer and his Sosna Cycle's CZ blasted away with both moto holeshots, never to be headed for the rest of the day. Boyer ran a quick, consistent pace to clean up the money by wide margins. Mark Blackwell appears to be getting back into the swing of things as he raked in second spot aboard his new RM 370, but was no match for Boyer. Steve Montague (Mai) rode a smooth, consistent race in full command of third place for Collins & Sons.

Breaking loose for the holeshot in the first 250 Pro moto was Drew Nelson and his new RM, followed closely by Dale Luedtke (Yam), and Dan Ellison (Bul). Luedtke and Ellison soon dropped their positions when the two bumped, not even a lap into the race. Meanwhile, Drew Nelson was looking hot on his new Orange County Suzuki ride, turning in clean lap times, but Scott Miller (Mai) had the power on the uphill and eventually caught and passed Nelson on the fourth lap. Nelson quickly retaliated by repassing Miller on the downhill, shutting the door on Miller. Miller's next opportunity came on the next lap, as Nelson and Miller worked up behind a couple of first lap stranglers. Nelson ran into the pair,

A desert dashes in a row. He knows what dial means, and that's no soap.



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while Miller avoided the mess and ran off with the lead.

Miller continued his winning ways in the second moto as well, as he got off with the holeshot and never let go. Nelson settled for second spot. Chuck Rouse and Lynn Vick had a close dice going throughout the moto, with Rouse finally edging by Vick with four laps to go. Miller went home with his well-earned top cash, Nelson was second, and Rouse with a smooth third place ride. ●

San Diego stars sweep 395 TT & Half-mile

By Phil Carpenter

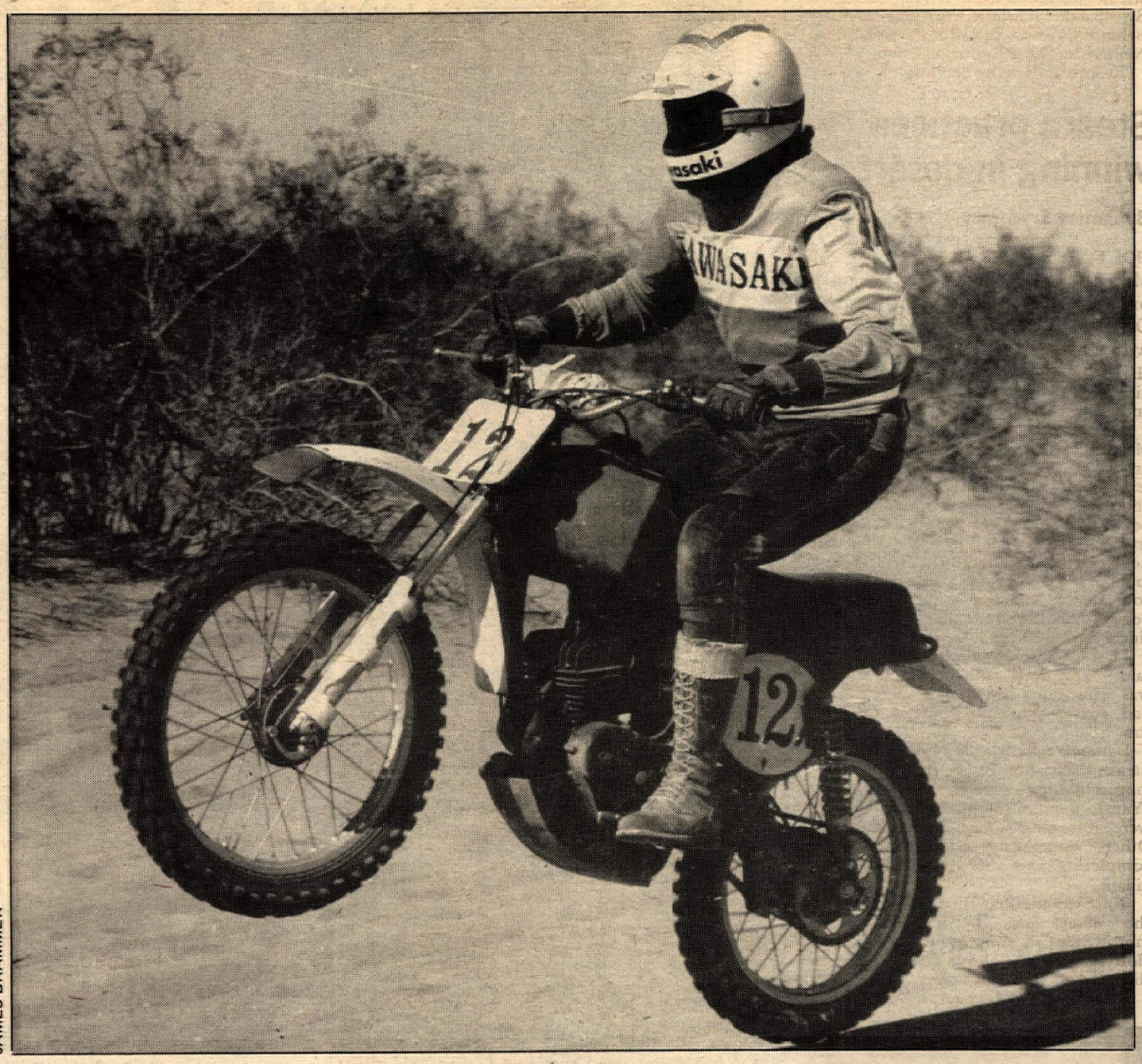
ADELANTO, CAL., JAN. 19

The guys with the steel shoes and iron guts put their talents to work on the newly surfaced 7/8 mile TT and half-mile oval at 395 Cycle Park. Mike Laney defended his No. One title in Open half-mile competition while the San Diego boys captured all other 250, 500 and Open Expert wins under sunny skies in the high-desert.

Richie Volk's Yamaha flew to victory in the 250 Expert TT main, touching ground only on the banked corners. Hard-driving Billy Hicks tried to catch one of California's fastest Bultacos, but Steve Scott displayed his Pipe's Peek Championship tricks to hold Billy at third place in the TT main. Tim Melancon played second fiddle to Earl Roloff in 500 Expert TT action while Roloff and Dave Lujan followed their leader Craig Armstrong in half-mile competition.

Reformed motocrosser, Robert McLaughlin, found the taste of victory sweet and was back again in Open Novice competition to do it twice aboard a 400 CZ.

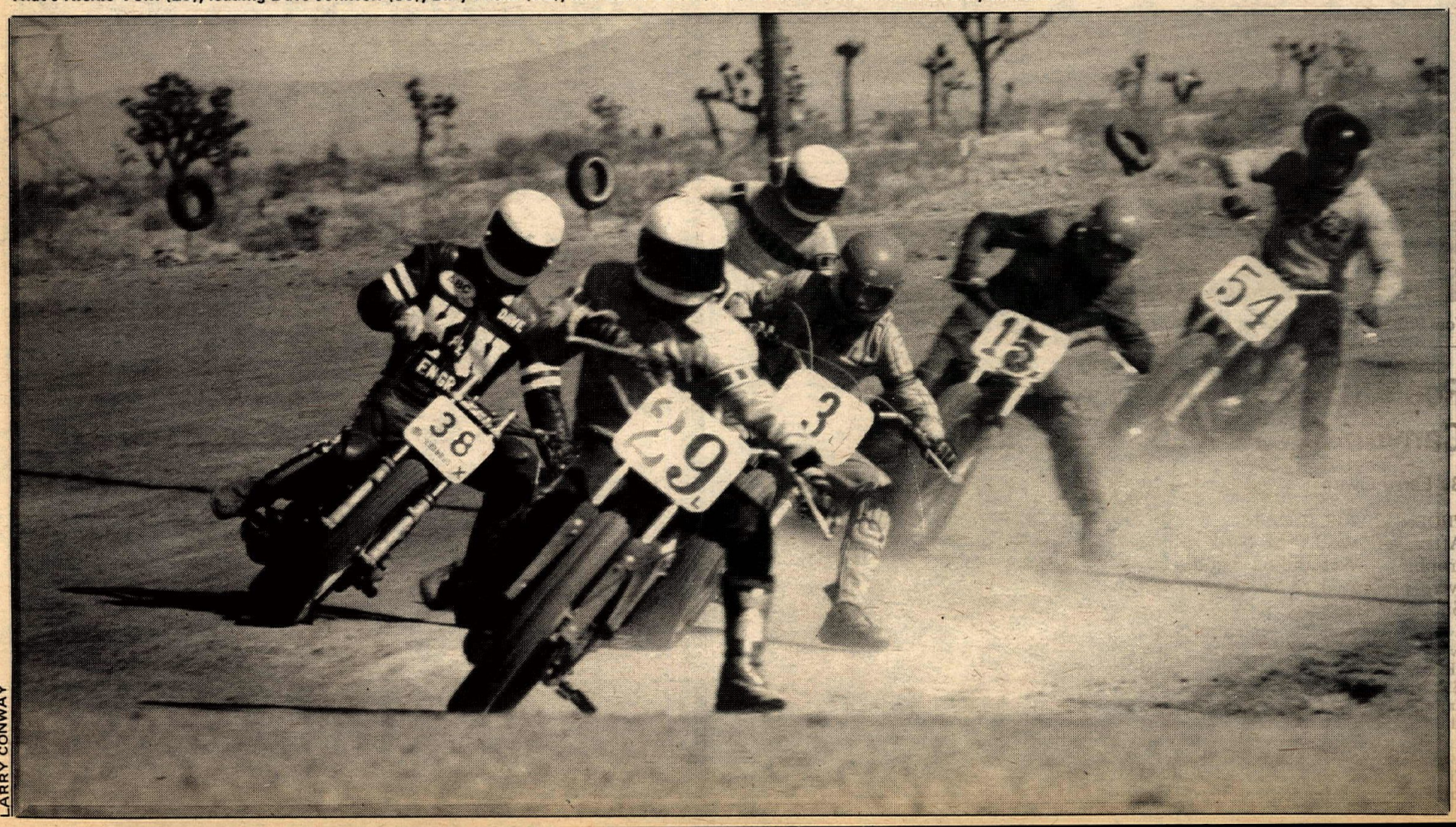
Scott Oliver doubled his wins in the 125 Novice classes. Scott's winning



JAMES BRAMMER

Gary Bailey scoots to the 125 Amateur win at D-38 Imperial Valley M.C. desert doins.

That's Richie Volk (29), leading Dave Johnson (38), Billy Hicks (3L), and Steve Scott (15x) to the TT checkers at 395 Cycle Park.



LARRY CONWAY

streak continued tothe ten lap backward Sweepstakes where he placed third behind Experts Earl Roloff and Dylan Neihart on the TT course. ●

Results in Results Section.

Stearn practices winning in desert

By James Brammer

HOLTVILLE, CAL., JAN. 18

Mike Stearn says he is only practicing after winning his second District 38 desert race of '76. He will team with Mike Hensel on a Harley-Davidson in the Parker 400, a bike, buggy race to be held in Arizona and California in February.

After winning the Imperial Valley Motorcycle Club's 65-mile race, Stearn, on a RM-250 Suzuki, said he took the lead from Dane Wagner (RM 370 Suz) about three miles out from the smoke bomb. He surprised people in the pit area by arriving back in less than a half hour, having completed the first 25-mile loop. The second loop ran a different course and included some surface less boggy than the stuff that stalled many riders during the first loop.

First Amateur rider Scott Hatfield said, "The deep sand of the first loop was wide open riding. The second loop had some sand but some hard stuff too."

Dane Wagner (Suz) was close to Stearn near the finish of the second loop and then came Johnny McDaniels (Yam). Behind them, 20 or 30 riders were returning about a minute apart. Others apparently had trouble just completing the race, sand being the villain.

This was the first time this portion of the desert has been used for a motorcycle race in about two years. Holtville, hardly above sea level, is in the heart of Imperial Valley. ●

Results in Results Section.

LARRY OWENS

Tom Pulver, Super 10 star at Canyon.

Roundup at Canyon Raceway

By Larry Owen

PHOENIX, ARIZ., JAN. 18

After ten weeks of hard riding, trophies, prizes and hard cold cash were presented to winners of the Super 10 Series.

Top money, in the amount of $775, went to Open Expert Tom Pulver (Kaw), Jimmy Wright (Hon) received $525 for second 125 Expert and John Imbriale (Hus) took home $265 for third in the 125 Expert class.

Gift certificates were presented to the Beginners, Novices and Amateurs for first and second places, and three foot trophies were awarded for third. Mini

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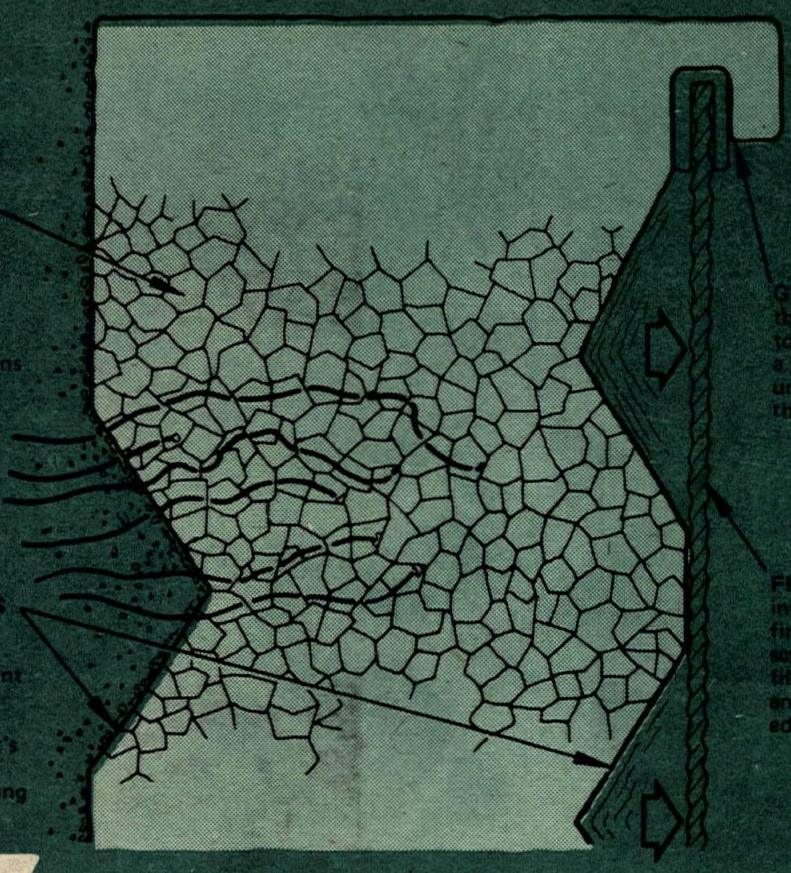

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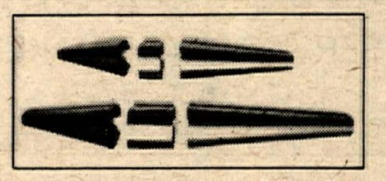

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riders drew for a trip to Disneyland on top of their other prizes. Awards and money were donated by Canyon Raceway management and Lancer Leathers of Phoenix added a bonus of $1,000 in gift certificates to the winners of each class.

Tom Pulver commented that it was probably one of the "best paying series" Phoenix has offered, and the money would probably "pay off his bike." During the 250 Expert race, Pulver crashed and suffered a shoulder separation and will be out of competition for awhile.

250 Expert Doug Raines (Kaw) pulled the holeshot the first moto with Gary Wells (Hon) in second and Mark Mayo (Kaw) in third. Raines repeated his ride in the second moto and finished first overall. ●

Lucky John Luck

By Andi Gangewer

ELSINORE, CAL., JAN. 17

John Luck cranked up his 250 Kawasaki and shot out front of the Special Novices in moto one. Chris Choisser (Yam) was right behind and tried first the outside, then inside but just couldn't get close enough to stuff it under Luck. Moto two was rough and rowdy. Chris Choisser was first off the line this time followed by Jeff Wise. By the third lap, Luck had gotten by Wise and had his sights set on Choisser. Lap four came to a close and it was Luck, Wise and Jeff Morris, one, two, three to finish, Chris was out of it. Luck was once again off and running in moto three, leaving the rest of the Special Novices to worry about themselves.

A group of fifteen 250 Novices were out to fight for the three trophies. Mike Krugh started off with a bang but his shot was somewhat muffled by Chris Choisser. Mike led the first lap, but Choisser dived under Krugh to take the lead and held the position to the finish. Heat two went to Honda mounted Jeff Wise. The time came to decide the victor of the 250 Novice main and after the snap start it was Mike Allen (Yam), John Luck (Kaw) and Jeff Wise. Mike had a comfortable lead and Luck was a solid second, but Choisser was giving Wise a run for his money. Allen, Luck and Choisser finished in that order, all three taking home trophies. ●

Results in Results Section.

Corona opens the oval door

By Elaine Jones

CORONA, CAL., JAN. 21

In spite of the fact that the Riverside District Attorney has not yet approved any bike larger than 450cc's a large turnout was on hand to open the season on the Corona ovals.

Leading the way, from where he left off last year, was 14-year-old Mike Tidwell, riding five and winning five. Both the 125 Am/Ex short track and half-mile fell to Mike.

Tidwell looked to the 250 Experts for his next duo, and he encountered resistance from Mike Minnig, Wayne Raney and Tim McWhorter. They spread the wealth around a little, with Minnig taking second on the short track and Raney getting the nod on the half-mile.

In the 250 Expert Twin half-mile Minnig met a young man from Phoenix, Arizona named Danny Mullins who hitched a ride on Mike's tail pipe and never let go. Eddie San Roman was in for third.

Gordie Kidd picked up a double win in the Open Expert. The short track gave him no problem, but on the

half-mile Gordie found another boy from Arizona, Marti Halkola, who gave him some very anxious moments. Gordie led for the first five laps, but all of a sudden he found himself following Marti, and it wasn't until the last lap that Gordie got the lead and the win. Dave Lujan was third.

Cliff Whetstone won the Amateur 250 short track and half-mile. Miss Bobbi Hunter transferred from Novice and gave him a heck of a run for his money. Bob Eary was third.

Terry Singleton will be a rider to be reckoned with among the 125 Novices. He topped Jeff Eary to win the short track, and Joanne Redding on the half-mile. Little Mike Word took the 100 Novice win by winning his semi and was the only one able to make it back to the line for the main.

The best race of the evening was the Open Novice half-mile. Stan Kinsey got off on top, followed by Gary Pettis and Ken Griner. On lap four Ken moved into second but dropped back to third on the last lap to set up for a spectacular finish. On turn four Stan and Gary went high but Ken dropped under both riders and came up with the win. •

AMC does it in the dust at OCIR

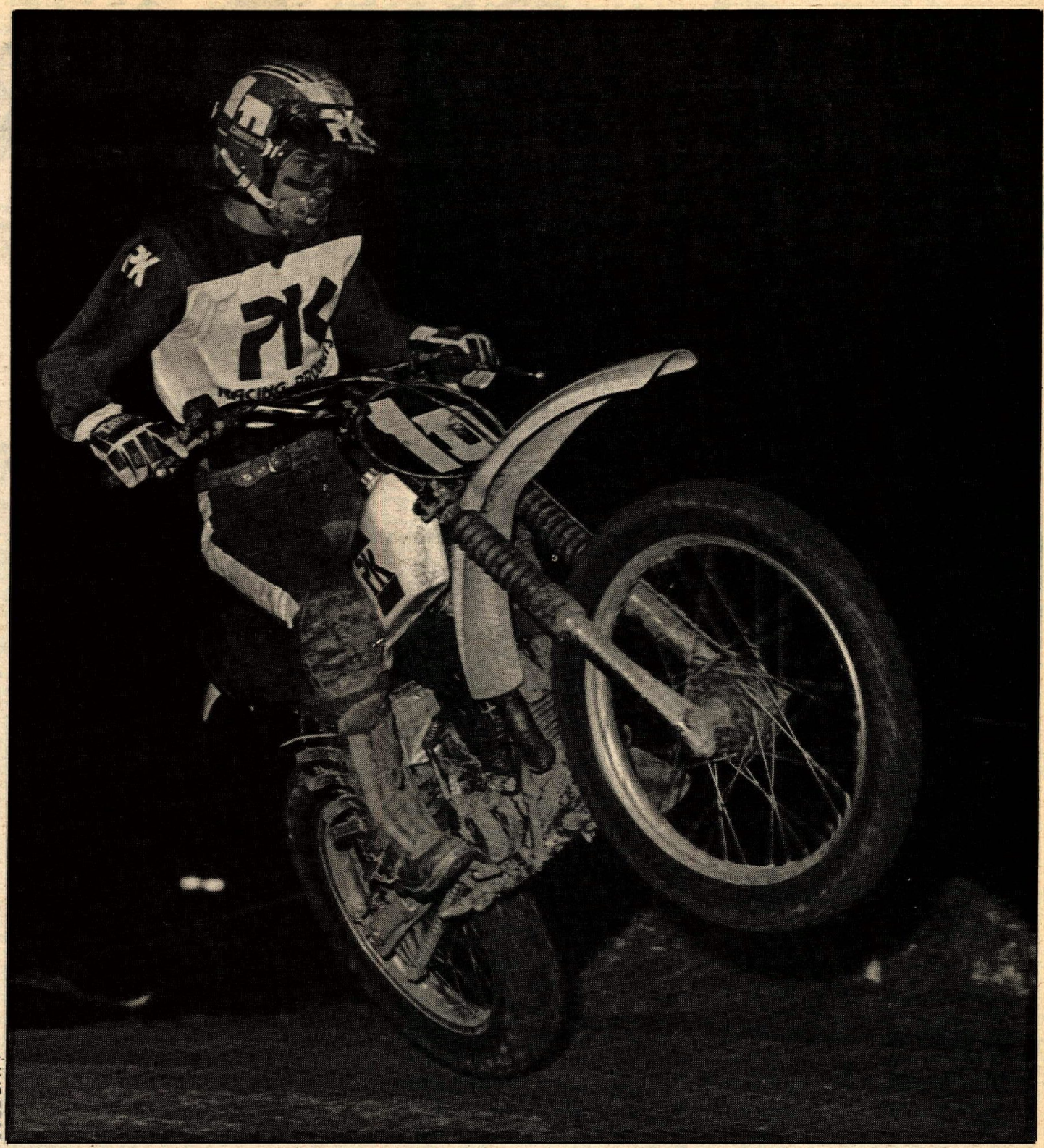
By Joel Jamieson

IRVINE, CAL., JAN. 21

O.C.I.R. premiered its all new one-mile track tonight, only to have the watertruck come up with a couple of flat tires and the course turned into a mini dust-bowl. The new track arrangement has a couple of pretty long straights, so all you guys with lots of top-end horsepower, come on out and gas it!

Gregg Toyama literally dusted the 100 Experts with three holeshots and very comfortable leads at the end of each moto. Gregg and his FMF Honda appear to already have the track wired.

Although the 125 Pro class was a bit small it produced some mighty fine dicing between two young fast cats, Scot Clifton and Marty Miller. Marty, on his Miller Mano Honda, challenged Scot's T & M machine heavily for the lead in all three motos. He chalked up the first moto win after Clifton got a little wild and went off the track while leading the race. In the remaining motos Miller stayed only a couple of bike lengths behind Clifton, with neither rider off the gas or giving the other an inch. Scot collected the well earned overall win, after a super close bout with Miller in the third moto. •



BUZZ BATY

David Taylor (Hon) scored the biggest victories of his career at Irwindale Raceway, as he captured both the 125cc and 250cc Pro classes.

100 Expert, Greg Toyama, gears up for the AMC win at O.C.I.R.

JOEL JAMIESON

Taylor ties up for two at Irwindale

By Tom Blattler

IRWINDALE, CAL., JAN. 23

David Taylor rode off with the wins in both the 125 and 250 Pro classes, defeating some of the best Irwindale Raceway has to offer. It was the first time Taylor has ever won two classes in one night.

The 250 Pro class proved to be the stiffest test for Taylor, and it was only the third time David had ever ridden a 250cc machine in competition.

In the first moto, Taylor grabbed the holeshot on the field and continued to stretch his lead to the checkered. Bill Rubly (Mai) was keeping a close beat on Taylor in the early stages, but went down twice in the first moto to finish 11th. Val Tamietti (Mai), placed second at the finish with Dale Anderson (Suz) and Jeff Vidic following. The second moto had Vidic taking the lead with Rubly, Tamietti, and Taylor battling for second. Vidic continued to pull away but Taylor was able to move clear of Rubly and Tamietti and closed on Vidic for the lead. He pressured the Wheelsmith rider for two laps, but had to settle for second.

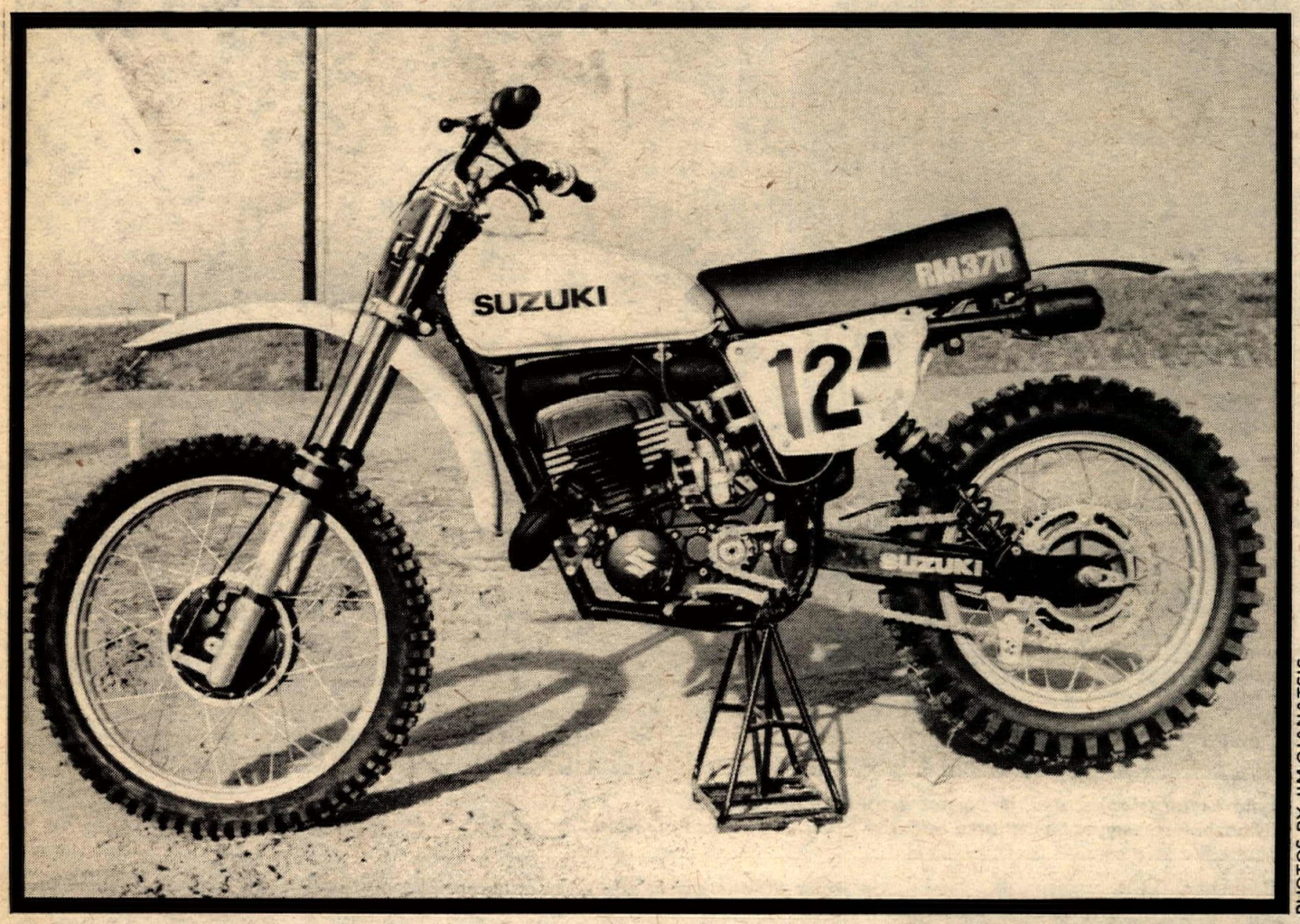
Entering the final moto, Taylor knew he had to place either first or second to be assured of the overall win. At the drop of the gate Taylor shot like a flash to the lead, with Rubly, Tamietti and Vidic right behind. Taylor ran away and hid from the rest of the field to take the overall win.

In the 125 Pro Division, it was again Taylor, along with his best buddy, Gary Denton, head and shoulders above the rest of the field. Moto one found them pulling away from the rest of the pack with Taylor holding off Denton for the win and third going to 14-year-old Scot Clifton. Round two saw Denton with the quick start and Taylor chasing for the five-lap distance. Clifton again had to settle for third.

In the last moto Taylor, with trigger-quick reflexes, flew out at the drop of the gate and was long gone by the time Denton moved into third. Thus Taylor collected his first double ever at Irwindale and Denton took second overall with Atwood third. •

Preparing the SUZUKI RM for motocross & play

How to set up the production RMs so they perform like the Trans-AMA winning works bikes.



PHOTOS BY JIM GIANATSIS

"If you want to go Grand Prix speed you must maintain Grand Prix maintenance schedules," said Tony DiStefano as he went over the spokes, bolts and tidbits of his practice RM. The new RMs are the only race bikes built for the average rider that are competitive with works machinery, and yet sell for hundreds of dollars less than their European counterparts. But to win you must be there at the finish, not once but twice, and to do that even the fastest and most exotic racer must be gone over with a fine tooth comb.

The suggested modification and work sequences suggested below are outlined for the RM series Suzukis, but are applicable and necessary for all makes of competitive machine (with specification and technical changes). The Suzuki currently sits on top of the market place as the best buy, based on a broad spectrum of criteria, for anyone interested in winning, from the Novice to Expert rated rider. Without modification it can win, but with the suggested preparation it can keep on winning and winning for a longer time.

Very few parts on the RMs are the same as on the World Championship and Trans-AMA winning RN 370s as ridden by Roger, Gerrit and Tony Dee, but the $1,400 production bikes are so similar to the works bikes in design and performance that it would be totally senseless to have the factory bike with its expensive parts and repairs when the production bikes are available. The RM 250 and 370 bikes do have the same frame and suspension geometry, engine bore and stroke, and cylinder porting layout as the works bikes.

The RMs actually have a few advantages over the works bikes. Their production parts are much more reliable than the hand built counterparts of the works bikes. The RM engines are actually better than the works RN and RH engines because the production RM engines are actually one design step ahead of what is in the factory machines. One fact that people won't believe unless they've had the chance to ride and see a works bike and a production bike race side by side is that the productions RMs are faster. Honest. Also, the production bikes weigh 3 or 4 pounds less than the works bikes.

The frame

As well as showing how to modify the RMs to make them more reliable and competitive, much of this article deals with what should be considered a weekly maintenance routine before going racing.

The plastic airbox needs attention in that it restricts breathing and should be cut or drilled open on the right side, in such a way that the number panel still acts as a good splash shield. Make the hole about 2 inches high by 4 inches wide, up near the top frame member.

The airfilter element which comes stock isn't too good, and usually leaks around the base of the airbox. Replace the filter with a Twin Air filter. If you can't get one of the new Twin Air Phase II elements with the outer sock, make your own double sock filter out of a larger diameter Twin Air filter. Use the special Twin Air or Bel-Ray filter oil on the filter. Grease the base of the filter and the airbox filter mount very heavily with grease. It is difficult to get the first airfilter to seat properly at the airbox filter mount, so make sure the second filter overlaps the first filter enough to guarantee a good seal.

Use two large diameter flat washers on the rear muffler bracket, where it mounts to the frame, as an added safety feature to prevent the bracket cracking from vibration.

Be sure that the gas tank is completely rubber mounted off of the frame tubes. It is possible for the stock rubber material to move and allow the frame to cause stress on the rear of the tank. Normally this can be prevented by carefully securing the rubber cushions with electrical tape, although additional rubber attached to the tank provides an additional margin of safety. Race bike, or play bike, preparation is always keyed to preventing problems rather than curing them.

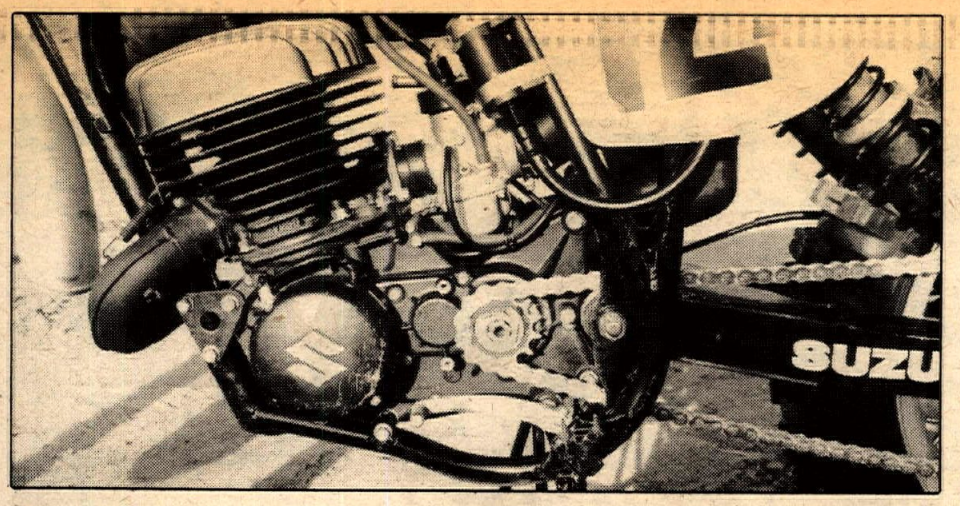
Disassemble and clean the footpegs weekly to assure they work properly.

Crimp the ends of the springs on the muffler to prevent them from popping off. Don't try welding the muffler onto the expansion chamber, or you'll never be able to get the chamber through the frame.

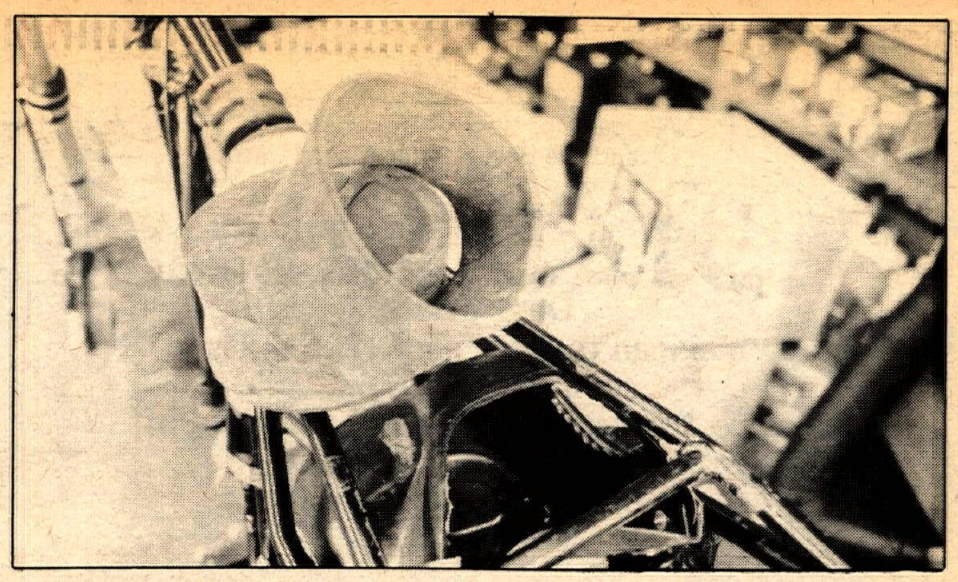
Because the RMs have the longest travel rear suspensions of any motocross bike, some 8 1/2 inches, there can be problems with swingarm flex and the chain being thrown off. The easiest way to correct both problems is with a swingarm which won't flex. The stock steel tube swingarm can probably be braced with gussets to prevent it from flexing, but the better solution is to replace it with a monocoque aluminum swingarm as used on the factory works bikes.

Three firms now build high quality accessory swingarms for the RMs. Rich Thorwaldson's Thor Enterprises has a works replica monocoque aluminum swingarm for $129, Bassett Racing Products has a Rex Staten tested aluminum model for $145 which includes titanium shock bolts, and Motocross Center in Sunnyvale, California markets a 4130 chrome-moly swingarm with cam chain adjuster, chrome-moly axle and needle bearings for $124. All the swingarms are better than stock and prevent flex. Flex is the major problem of the stock RM.

The swingarm and the airfilter are the two most important items to attend to. You can get by with the stock

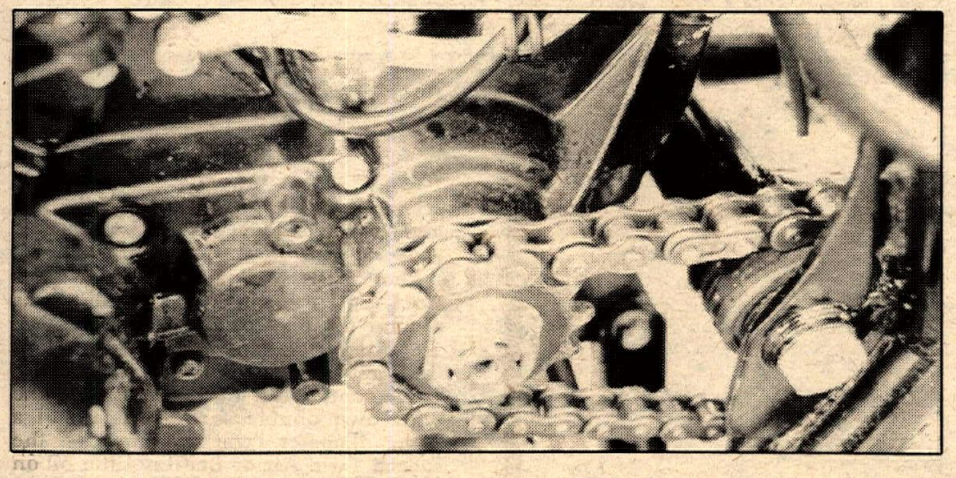


Rerout the ignition wires up the front downtube rather than up the middle of the frame near the exhaust pipe.

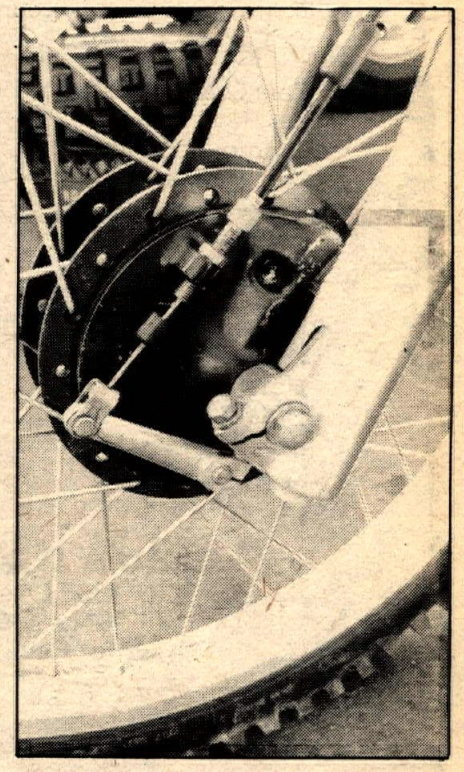


The airbox has been cut away to allow increased breathing. Use of a double foam filter, well sealed at the base with grease, is critical in preventing dirt from entering the engine.

Use of only the two mounting bolts on the sprocket cover (if used) could prevent an expensive hole in the gearbox case should the chain get thrown.

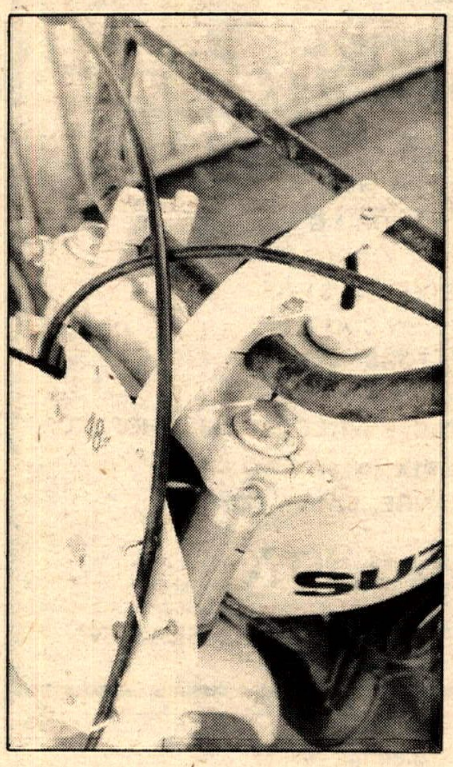


Chain alignment is critical on the RMs. Use sight adjustment to check chain alignment rather than swingarm adjustment marks.

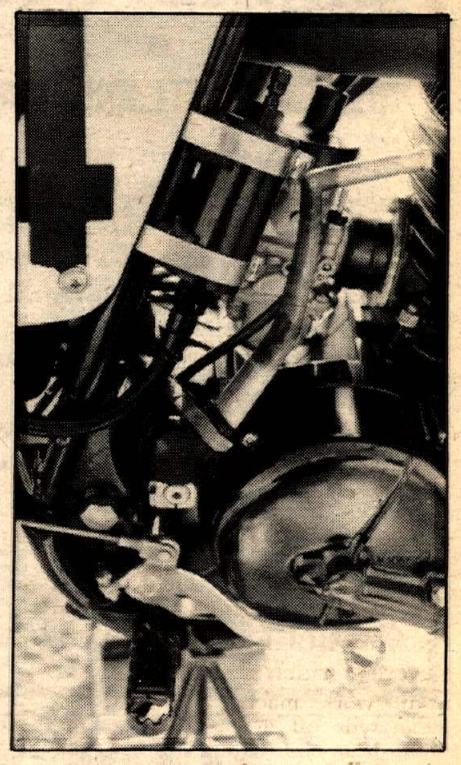


If the slotted steel bushing does not line up with the slot of the front fork's pinch clamp it could loosen causing the axle to back out.

Special attention is paid to the routing of cables near handlebar clamps and number plates.



The kickstart lever is bent to prevent hitting the cylinder and held in place with a rubber band.



components if you maintain a careful eye to detail, and look for the first signs of failure.

Bassett Racing Products also offers a special chromemoly rear axle for $14.50 which would be a good idea to get along with the aluminum swingarm. The stock axle is easily bent because of its long length and the distance between ends of the swingarm.

Once the swingarm problem has been taken care of, the drive chain will have no trouble staying on the sprockets if the chain is adjusted properly. Always adjust the chain by sighting down the length of it to see that it feeds onto the sprockets properly. Never adjust a chain by using the adjusting marks on the swingarm. Check the chain guide to see that it is not bent, but aligned properly to feed the chain onto the rear sprocket.

Since we're on the subject of chains, be sure to leave the rear bolt off of the engine mounted sprocket cover if you use the cover. A thrown chain could break the rear mounting bracket and the subsequent stress could break the cases. Aluminum bolts in this area also could alleviate this potentially expensive problem.

In the area of general maintenance here is a check list of details to put a wrench to before riding.

- Constantly check front fork triple clamp bolts.
- Check spokes.
- Tape ignition coil to frame in case mounting bolts break.
- Hackside the sidestand mount off the frame, file and paint over.
- Use innertube type rubber band to hold kickstart lever in towards frame.
- Reroute the engine magneto wires up the front downtube of the frame, rather than up the middle of the frame near the exhaust pipe.
- Wire the throttle cable so it doesn't touch the exhaust pipe.
- Silicone the wires coming out of the magneto and the CDI box.
- Safety wire the bottom rear shock bolts.
- Check alignment of rear brake backing plate so it doesn't bind when axle is tightened.
- And last, but perhaps most important on the checklist, see that the rear sprocket bolts are tight, but not over tightened. Over tightening them, or allowing them to get loose can shatter the mounting flange of the rear hub. If possible, replace the stock sprocket mounting bolts and lock nuts with either titanium or aircraft quality bolts and lock nuts.

The suspension

Adding to the RM's excellent frame geometry is one of the best suspension systems on any production bike. The rear shocks are excellent Kayaba gas/oil units with the gas separated from the oil by a floating seal. The production shocks are the same as on the works Suzukis, with the exception that they don't have the external adjustable reservoirs (filled with nitrogen or air) that help dissipate heat in longer motos. If you aren't an Expert and don't race anything longer than 20 minute motos, you'll have no problem with the shocks fading out.

If you are an Expert rider who races 30 or 45 minute motos weekly, you'll want to pick up a better set of shocks. Suzuki offers Roger DeCoster replica shocks with remote reservoir for $170 a pair, including the spring.

Up front, the Suzuki/Kayaba production leading axle front forks with their 9 inches of travel are really good as production units go. They can't perform as well as the $3,000 special Suzuki/Kayaba works forks, but then who wants to spend that much money for a set of forks which wear out quickly and you can't get parts for.

There are things that can be done to improve the stock forks. The first is to change to good oil. We recommend 20 weight for the average rider. Brand and weight is personal preference, but the Suzuki team endorses Bel-Ray.

The other improvement to the front forks can be made with springs. The original RMs came with fork springs that were too short for the long travel tubes. Suzuki, who is right on the ball in offering improvements, now offers an optional fork spring which is the correct length and slightly stiffer.

Before leaving the subject of front forks, there's one thing that should always be checked during the bike preparation. There is a slotted steel bushing that fits on the front axle where the front axle goes through the front forks at the pinch clamp. This slot on the steel bushing must line up with the slot of the fork's pinch clamp. If it doesn't, the steel bushing won't hold the front axle securely enough and the axle could back out.

There is no simple cure for the front axle slippage except careful alignment and constant checking. Basset Racing is working on a kit which will make available a longer front axle that will accommodate a locking nut. The factory can cure this problem by simply putting the bolt in from the other side so that rotation of the front wheel will tighten rather than loosen the axle. This optional is not available to the backyard mechanic though.

The carburetor and throttle assembly

Out of the crate the early RMs were not jetted right on the money. Riders

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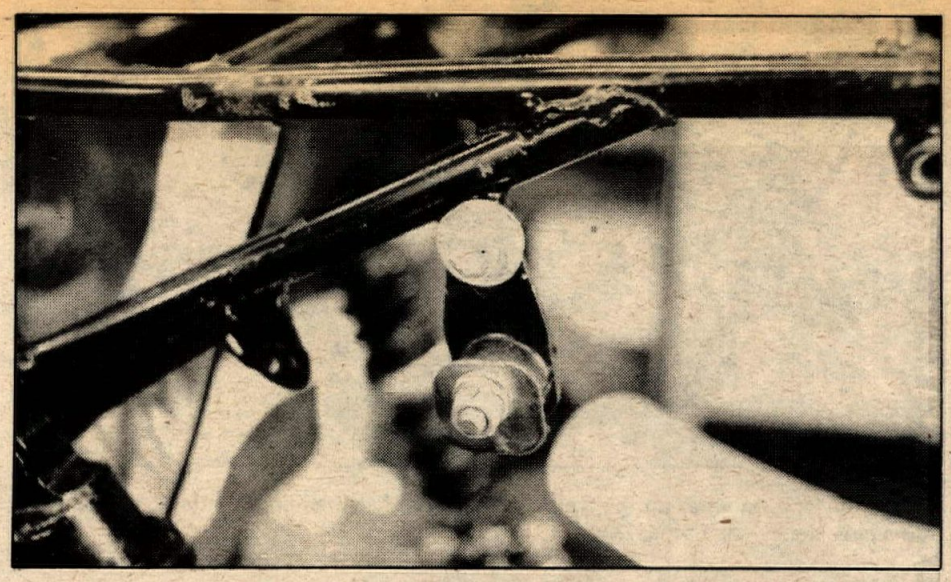
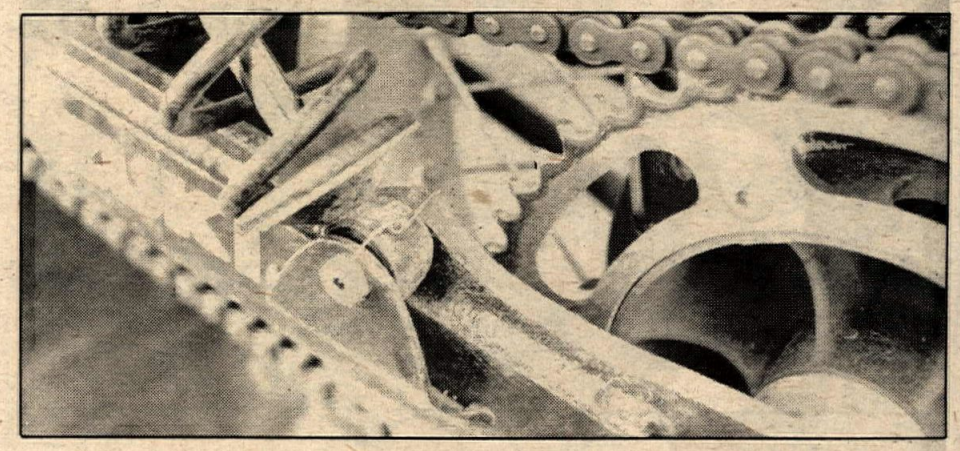


Use of extra large washers on the muffler support bracket helps in reducing breakage.

Safety wire all shock bolts. The dust cover plate on the rear hub seal is brazed to the axle spacer to keep it from sliding away from the seal.



who failed to jet their bikes out properly suffered detonation and risk seizure. Suzuki rectified this problem by going from a QO needle jet to a Q4 as standard equipment. We would suggest these jetting changes, but changes should be suited to your local conditions and riding style.

RM 370: 320 main jet, Q4 needle jet with the clip in the middle slot and the standard 50 pilot jet.

RM 250: 310 main jet, Q6 needle jet with clip in the middle position and the standard 50 pilot jet. (Remember these are suggested by *Cycle News* and not U.S. Suzuki so carefully set up your carburetor and test the bike until you find the right setting.)

Since the RMs were designed for motocross, the Mikuni carburetors which they use don't idle when the throttle is shut off. If you are using a RM for hare scrambles or woods riding you might want to change to a 36mm Mikuni which has an idle adjustment.

Experiments on the RH 250 and RN 370 works bikes have found that a larger 38mm Mikuni carb will increase torque at lower rpms without hurting top end horsepower.

Inside the throttle assembly upper cap, the piece where the throttle cable enters the throttle assemly, there is a place where the inner throttle cable rubs every time the throttle is turned. With some use, the inner throttle cable will begin to fray, then hang-up. Use a small round file to cut down the aluminum where the throttle cable rubs across the inside of the cap.

The engine

The RM 250 and 370 engines are extremely powerful while retaining a high degree of reliability. Except perhaps for blueprinting the ports on the 250, you'll want to leave both engines tock. As mentioned earlier, the RM engines are perhaps more advanced and more powerful than the RH and RN works engines.

One slightly disconcerting thing about the RM engine is the right side clutch case which visibly moves when the clutch is engaged. This case movement could account for some clutch drag if you allow misadjustment to occur. Only possible cures for this minor problem can be suggested since none have been tried. Heliarc welding a small aluminum plate might stiffen the clutch case, as might several beads of weld in the area. In all this is a minor annoyance which the majority of riders will never notice unless they were opting for the utmost in high performance.

Miscellaneous

New, stronger rear brake springs which have the part number 55420-41100 are now available and found on all bikes after RM 250-13801 and RM 370-13126. The old brake springs will break and perhaps jam between the shoes and the drum.

Suzuki also offers an optional magnesium rear hub and rear brake panel. These two items will lower unsprung weight on the rear wheel and increase the strength of the unit, at a cost.

Suggested rear tire for hard tracks is a Metzeler 4.50 with a Trelleborg 4.50 for soft dirt or sand tracks.

On the RM 370 change the ignition timing from the factory setting of 4.1mm. Before top dead center to a slightly more retarded setting of 3.8 BTDC. This will give the engine more low end power and prevent high rmp detonation which could lead to overheating and seizure. On the RM 250 set the timing at 3.31 BTDC.

Conclusion

All this might seem like a lot of work to make the RM 250 and RM 370 raceworthy, but in effect most of the things we talked about should be considered general maintenance and preparation for any motocross bike. The fact that the RM Suzukis are one of the best motocross bikes on the market today, price not even being considered, you can expect most other bikes to require a lot more attention. ●

Where to get items mentioned

Thor Enterprises
6895-H Oslo Circle
Buena Park, California 90701
(714)522-4571

Motocross Center
643 E. Arques Ave.
Sunnyvale, CAlifornia 94086
(408) 245-6060

Bassett Racing Products
2222 West 2nd Street
Santa Ana, California 92703
(714)543-1127

NORTHERN DATELINE

Lane Leavitt gets a leg up on the California trials championship.

Trials of a checker: "Of all places for him to crash . . . Why me, Lord?"

PHOTOS BY LANE CAMPBELL

Double awards to Leavitt at two-in-one trial

By Lane Campbell

PURISIMA CYN., CAL., JAN. 25

In a timbercut area that is "resting" between allowed harvests, P.I.T.S. hosted a two-for-one trials, combining the traditional British-American Cup Trial with the first round of the California State Championship. Those riders going for the Cup rode three loops of a ten trap course; those going for the first round of "State" had continuous-climb Sections 11, 12, and 13 tacked onto the end of each loop and were scored in both competitions.

That three-section climb was lo-o-ong, not insurmountable; just tiring for those who lost momentum. It took a certain amount of willpower to keep the speed up where twin erosion gullies hit a couple of strategic rock strata; but Mark Eggar (Hon) and Larry Gurley (Suz) cleaned it all three times.

But that wasn't the nasty hill. The nasty hill was Five, where the good ol' hook and rope was needed; just like a down-home Class C bash. The really difficult section, at least according to Steve Darrow (Yam), was Four, because of a 10-inch deep slimy rut that made it a purely one-line section.

With surfaces that leaned heavily toward mud, water, slimy logs and shiny rocks, the SoCal crew had its share of unexpected ones and threes. Even a five or two.

The trial was scored and awards structured on the traditional British model by transplanted trialmaster Derek Belvoir; meaning scores posted on checkers sheets only, and the official outcome to be figured out overnight. Premier awards in both the British-American Cup and the first round State went to Lane Leavitt (Bul) for a seven-point ride on both accounts (meaning he cleaned 11, 12, 13 all three loops, dropping his only points in the sticky parts of the B-AC loop). Steve Darrow, who dropped a one in 11-13, garnered the only First Class Award in "State" (score 9/10) as well as one in the B-AC; Larry Gurley went home loaded with a First Class in B-AC, the only Second Class Award in State, and the Lane Leavitt Cup which Lane presents each year for the best performance by a non-sponsored rider.

Frozen foot unthawed

By Moto Depo

PYRAMID LAKE, NEV., JAN. 18

The Desert Bums European Scrambles which should have been a cold bitter race, turned out to be, for most riders, a warm fun day.The course was very rough and dusty and I expected that there would be some injuries , but fortunately no one was hurt.

The club advertised one and a half hour races and no mini's. They received so many calls from mini riders and parents that they fit them in, but didn't inform the other riders and cut the races to one hour. This situation caused some frustration as riders pitted at the 45 minute mark and lost positions when they possibly didn't have to.

The 125 class started at 9:00 a.m. and the night frost held down the dust some while Phil Smith (Hus) led into the first turn and took a commanding lead from the very beginning. A lot of people were wondering who that was out front. Phil is an Amateur and a couple of fast Experts, Bryon Frenya (KTM) and Kim Adamson (Yam), were trying their best to catch him. Kim had bike trouble and didn't finish, while Bryon just couldn't get his ride together. (By the way, Phil won a gold medal in the Bad Rock Two Day Trial.)

The two top Novices had a race going. Tom Jepson (Hon) was tailing Ed Curran (Suz) for the first four laps, until Ed pitted and Tom didn't have to. The Suzuki needs a bigger gas tank.

Gabby Gabbert (Suz) came all the way from Sacramento to lead the Old Timers class from start to finish. Everyone expected to see a super race between Gabby and local super Old Timer Jerome White (Hus) but Jerome's bike wouldn't start and he was about five minutes behind when he got going. Try as he might he couldn't catch Gabby, although he did get second.

Without doubt Rick Buttner (Yam) is the fastest LeMans starter in the west. When the start flag dropped, Rick was on his bike and off with a 25 yard lead on everyone in the 250 class. It looked as though this was going to be a Buttner Benefit but Mike Cole (Hus) had other ideas and passed Rick on the third lap. His lead was short lived as he pitted for gas and Rick didn't. Mike couldn't make up what he lost.

D. Blevins was first 250 Amateur and

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Point to point HARE N' HOUND Point to point

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1st 0-200-250-Open Am	$70	1st Senior Nov	$40
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Approx. 80 miles — 9 am start in Desert — pavement finish downtown Cal. City

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Membership $15 (No. Calif. & out of state $7.50)
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DESERT RACING ASSOCIATION
Silver Bear

DRA Riding No.

Name_____ Address_____
City_____ State_____ Zip_____ Phone_____ Age_____

RIDING CLASS (circle one) Beginner-Amateur-Novice-Expert-Powder Puff-Mini-3 Senior

Make and size of bike_____
Club_____ Shop_____

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Signed_____ Date_____
I have read and agree to all the above

Parent's Approval_____ (Required if entrant is under 18)

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NORTHERN DATELINE

Expert Flat-tracker Tony Evans (KTM) rode his first desert race for first Novice.

Rick Buttner (Yam) did his trick start in the Open race, pursued by Lonnie Murphy (Hus) and Darrell Brown (KTM). Lonnie was in striking distance but had electric problems. Darrell doesn't seem to have his old fire so Rick just stretched his lead. The results of the remaining of the Open class is being disputed.

I wish the Desert Bums would be more positive in their course markings and instructions to the riders. It could mean the difference between an alright race and a super race which this one could have been.

B.O.S.S. CMC MX at Marysville

By Sallee Hilton

MARYSVILLE, CAL., JAN. 18

To the great surprise of no one, as this is getting to be a habit with the friendly rider from Fortuna, Pat Richter pulled off top spots in both the 250 and the Open Semi Pro races. In spite of his four motos, Richter found time in between to watch a good bit of the Super Bowl action on portable TV.

Right from the start of both Open motos, Richter's CZ was out front and running away. Bert Noble (KTM) was second all the way both times, and the two shared the purse for the class.

There was a little more action in the 250 race. Although Richter (on a Honda for this one) had the lead by the end of the first lap, Dave Longcor (Bul), in the first moto, moved on him and in the third lap led for a short time before Richter regained it and finished with a safety margin.

The second moto was three men short. Longcor, Hilton and Randy Losh (Bul) who had crashed in the first, all had bike problems. Again Richter took the immediate lead. This time Allen Berluti (Hus) stayed close behind for most of the race. Arnold Plant (Suz) worked up to third, and the three cashed in for overall in the same order.

Eric McKenna (Hon) won the first 125 Expert moto, and in the second worked his way to the lead again only to suffer a breakdown and push across the line for a seventh. This was still good enough for third in the class. Mike Preston (Nog) was not quite so fortunate. In the first moto, it was McKenna and Preston close to each other, but way ahead of the rest of the pack when Preston's bike "just quit" and McKenna went on the win. Preston, however, had a good lead in the second moto with all but one lap to his credit. Al Hall (Hon) and Robert Norton (Hon) were second and third in the first run, and reversed order in the second giving Norton the overall win, and Hall second.

Dry track at Puyallup!

By Sue Sykes

PUYALLUP, WASH., JAN. 25

Minor track changes made the dry circuit a speed course - too fast according to some riders; and broken front wheels kept many riders out of the money. During intermission the Pros rode WFO in a special "Dash for Cash" with Oregon's Chuck Sun on his Husky overtaking Gary Potts (Suz) midway to get the money. Rumors have it Sun's gal put up the $10 entry fee so she claimed the purse.

Mitch Simmons, on a borrowed Yamaha, pulled off the "thriller" ride for the day as his feet came off after Rainier Jump one. Simmons just wouldn't let go, hung on to the bars for about 200 yards - feet draggin' all the way on the left side. He finally got her shut down enough to hop back on and bring the bike into the pits. The ride must have been for the best because Mitch came out and won the 125 Pro moto two to take first overall. The leaders in this class had their share of troubles and spills. Bill Joyce (Hon) threw a chain midway into moto two - after a win first time out. Moto one second place Ed Davis (Hon) got into a bad tangle on the next start and called it a day.

Canada's Larry McKenzie got the holeshot both times in the Open Pro action and provided the spectators with some fine motocross. This 19 year old Yamaha rider is a true sportsman and a joy to watch. In the 250 class the front wheel of McKenzie's bike got a flat side and the insides looked like they were going to blow any time. In moto two he came out with a third.

Chuck Sun put together a two-two for a second overall in the Open Pro. Mark Gregson (Kaw) and Randy Schweizer on his Stackable Maico split three-four for those overalls.

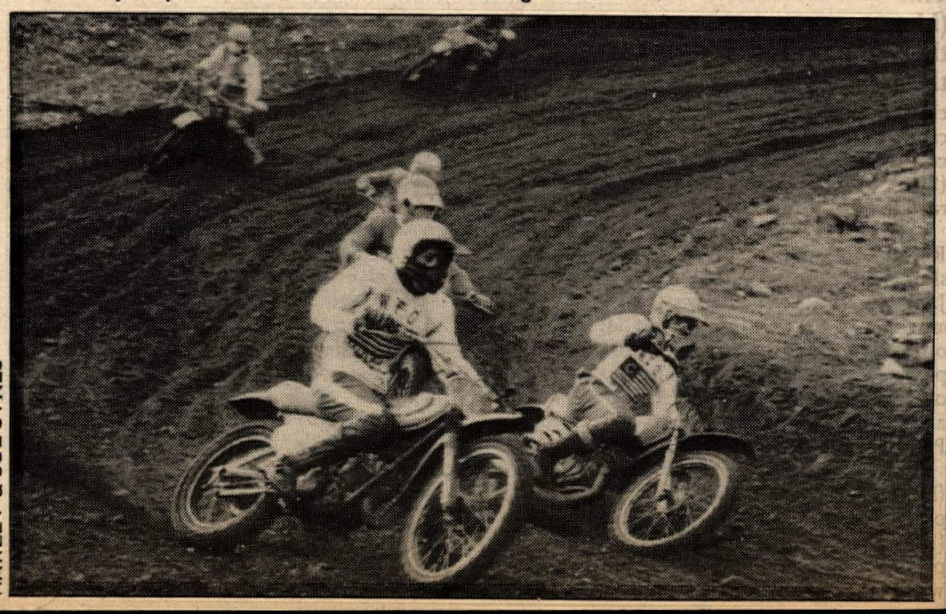
Brand practices for Florida

By Duane Garrett

DUNLAP, CAL., JAN. 18

Dennis Brand (Hus), Clarance Derrick (Bul), and Billy Woods (Hus) took home the bucks in the 125, 250 and Open Pro classes at Dunlap today. Brand easily outclassed the entire field of 125 Pros winning both motos. Steve Parker (Hon) rode hard and fast to pull in second behind Brand both times. Mike Barnett (Hon) finished third. Hard charging John Rogers (Yam) was unable to stay on

Paired Puyallup WFOers Pat Jacobson and George Gardner.



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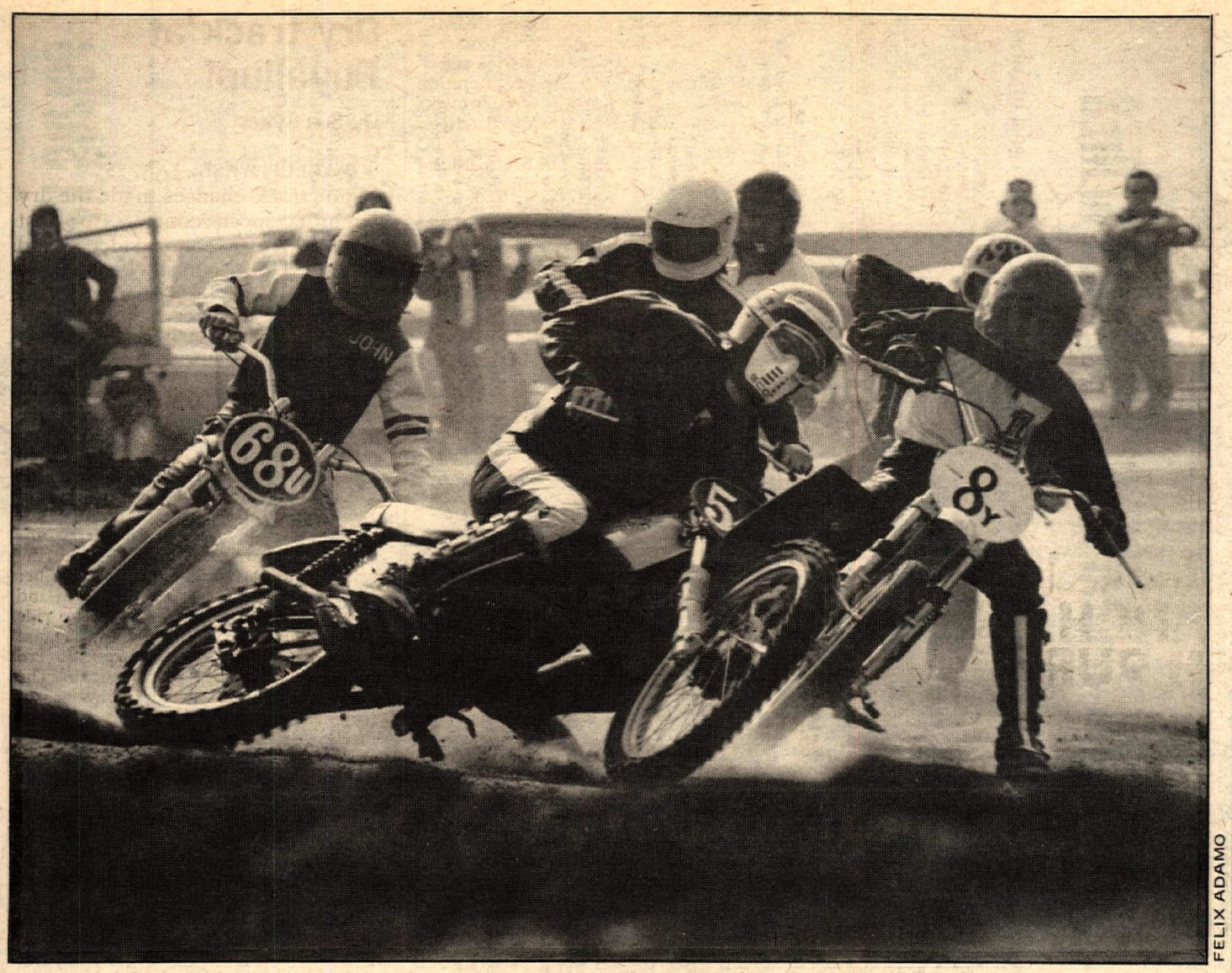

FELIX ADAMO

Keith Sims (leading) getting radical on 125 Novice chasers Oxford (8y) and Burnett (68u) at Sprockets Park.

two wheels, falling very hard in the second moto. Dennis Brand will be leaving for the Florida AM series this week. All of us here at CMC Central wish him the best of luck.

In the 250 Pro class, Clarance Derrick (Bul) stayed on the gas, to win both motos. Bad luck struck Milan Garrett (Mon) twice, forcing him out of the race. Perry Klassen (Hon) pressured Derrick hard, however was unable to overtake the Bultaco rider. Jim Franklin (Hus) finished third with a 3-3 performance.

Husky rider Billy Woods was able to overcome a bad finish in the first moto to completely devastate the Open Pros in the second moto. Gary Kirkorian (Bul) was second.

CMC central MX at Madera Lakes

By Duane Garrett

MADERA LAKES, CAL., JAN. 11

Tim Worth (Hon), Milan Garrett (Mon), and Carl Nelson (Suz) were the top money winners today in the 125, 250, and Open Expert classes. Referee John Franklin and his crew kept the track in excellent condition. Two hundred and twenty six (226) riders made for some exciting racing throughout the day.

The first moto of the 125 Experts, Randy Johnson (Hon) pulled the hole shot with Tim Worth, Steve Parker and Jack Keese in hot pursuit. Tim Worth moved into first within one lap, stretching out a lead and holding it. Keese (C-A) passed Parker and then Johnson to take over second. Tom Niggi (Hon) overcame a poor start to finish third with Steve Parker (Hon), fourth.

In the second moto Mike Barnet (Hon) started out first but was soon passed by Jack Keese (C-A). Tim Worth (Hon) recovered from a poor start to pull into second. On the last lap Worth was just able to overtake Keese.

In the first 250 Expert moto, Suzuki rider Gray Martin jumped to an early lead, only to fall in the first turn. Milan Garrett (Mon) avoided Martin, and took over first place, holding his lead to the end. The battle for second was a family affair between Clarence Derric (Bul) Mark, and Jim and Jack Franklin (all on Husqvarnas). Jack Franklin (Hus) finished behind Garrett with brothers Jim and Mark pulling in next. Unfortunately John Franklin (Pen) took a hard fall, putting him out of the competition for the rest of the day.

The second moto saw Denny Enochs (Yam) lead through the first turn with Milan Garrett (Mon), Perry Klassen (Hon), Clarence Derric (Bul) and Jim Franklin (Hus) following in close order. Enochs seemed to drop off the pace slightly as Garrett moved into the lead. Bad luck again struck the racing Franklin family as Mark crashed off the start, re-injuring his knee.

Puyallup goes CMC

By Sue Sykes

PUYALLUP, WASH., JAN. 11

Puyallup Raceway Park is now a part of the growing CMC family — and will run classes to comply with their rules. Racing will be at Puyallup only until May — then the season night opener will put S.I.R. back on the schedules. The conditions claimed their toll again as many of the 250 racers and their machines gave way to the mud and rain.

Flying Ed Davis (Hon) rode a wire to wire race both motos of 125 Pro action — taking home the winner's purse and a new pipe courtesy of WFO from Kent, Washington. Davis got the holeshot each time the gate fell and lengthened his lead with every lap.

Oregon's Mark Gregson (Kaw) had his fill of hard luck all day — entered all three Pro classes and couldn't pick up a money place in one — very unusual for this super whiz kid. Randy Schweizer rode a new Kent Cycle Maico to a fine win in the Open Pro dicing. Schweizer scored in behind Gregson in moto one but turned it on next time out and earned his money.

Ron Pomeroy made his way over the mountains to crank it out in the 250 Pro and Open Pro classes. Pomeroy had his best ride in moto two of the 250 outing — overtaking Gary Potts (Suz) and then riding his Bultaco off like a house afire to take the flag.

41 riders battled it out in heat motos of 125 B dicing — so the first time out was mighty important. Chad Southard (Hon) and Duane Marker (Yam) were winners of their motos and had the fun and excitement of the run off, with Southard taking home the first overall.

TT scrambles

By Cosmic Cat & Co.

BAKERSFIELD, CAL., JAN. 18

Scott Dinkins led the 125cc Expert class wire to wire while Richard Escalera (Yam) and Kevin Ooley (Yam) diced it out for second. Wheel to wheel, Ooley and Escalera battled, but at the checkers it was Escalera by one bike length.

The 200cc Expert action saw the closest race of the day with Can-Am pilot Kent Bowser and Bultaco-mounted Ricky Hicks setting the pace for the rest of the pack. Bowser and Hicks tossed the lead back and forth and were no more than a bike length apart when in turn one on lap three Bowser took the lead and Don Sing (Suz) snuck by Hicks for second. Bowser bobbled in the sweeper and Sing shot by. Bowser came back but Sing was still fighting and won the battle, leaving Bowser with second and Hicks third.

Ronnie Sing (Suz) took the early 250 Expert lead but Frank Adamo (Yam) was right behind him. Lap three took Flyin' Frank by Sing and Adamo stayed there leaving Sing second and Mark Powers (Yam) third.

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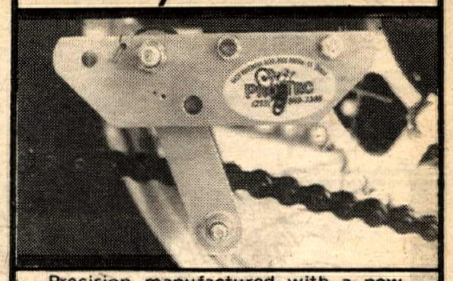

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1976 CHAMPIONSHIP EVENTS CALENDAR

CYCLE NEWS®

Shaded areas indicate events in the Western area.

AMA GRAND NATIONAL/CAMEL PRO SERIES

JANUARY 23
Houston Astrodome
Houston, Texas
TT
$18,000

JANUARY 24
Houston Astrodome
Houston, Texas
Short Track
$20,000

MARCH 7
Daytona International Speedway
Daytona Beach, Florida
Road Race
$57,500

APRIL 10
Texas Stadium
Dallas, Texas
Short Track
$14,000

MAY 26
Santa Clara Fairgrounds
San Jose, California
Mile
$17,000

MAY 23
Oklahoma State Fairgrounds
Oklahoma City, Oklahoma
Half Mile
$14,000

MAY 29
Louisville Downs
Louisville, Kentucky
Half Mile
$18,000

JUNE 4
Municipal Stadium
Pontiac, Michigan
TT
$14,000

JUNE 5
Municipal Stadium
Pontiac, Michigan
Short Track
$14,000

JUNE 12
Delaware State Fairgrounds
Harrington, Delaware
Half Mile
$15,000

JUNE 20
Bryar Motorsport Park
Loudon, New Hampshire
Road Race
$18,000

JUNE 27
Ohio State Fairgrounds
Columbus, Ohio
Half Mile
$18,000

JULY 4
New Mexico State Fairgrounds
Albuquerque, New Mexico
Mile
$16,000

JULY 10
Santa Clara Fairgrounds
San Jose, California
Half Mile
$14,000

JULY 17
Cowlitz County Fairgrounds
Castle Rock, Washington
TT
$15,000

AUGUST 1
Laguna Seca Raceway
Monterey, California
Road Race
$25,000

AUGUST 7
Ascot Park
Gardena, California
TT
$15,000

AUGUST 13
Santa Fe Park
Hinsdale, Illinois
Short Track
$15,000

AUGUST 15
Vigo County Fairgrounds
Terre Haute, Indiana
Half Mile
$14,000

AUGUST 22
Peoria MC Clubgrounds
Peoria, Illinois
TT
$16,000

AUGUST 28
Indiana State Fairgrounds
Indianapolis, Indiana
Mile
$18,000

AUGUST 29
Indiana State Fairgrounds
Indianapolis, Indiana
Mile
$18,000

SEPTEMBER 4
Freeman's Short Track
Talladega, Alabama
Short Track
$14,000

SEPTEMBER 12
New York State Fairgrounds
Syracuse, New York
Mile
$17,000

SEPTEMBER 18
Toledo Raceway
Toledo, Ohio
Half Mile
$15,000

SEPTEMBER 26
Santa Clara Fairgrounds
San Jose, California
Mile
$17,000

OCTOBER 3
Ontario Motor Speedway
Ontario, California
Road Race
$34,000

OCTOBER 9
Ascot Park
Gardena, California
Half Mile
$15,000

NATIONAL CHAMPIONSHIP ENDURO SERIES

EASTERN REGION

FEBRUARY 29
100 Mile
SE&TRA
Suite 202, 375 Pharr Rd. NE
Atlanta, Georgia 30305

MARCH 28
100 Mile
South Jersey Scramblers
2419 Newcombton Rd.
Millville, New Jersey 08332

MAY 9
100 Mile
Little Harpeth
Don Thava Factory Works
P.O. Box 726
Nashville, Tennessee 37202

MAY 30
200 Mile
Little Burr
Enduro Riders' Assn.
3370 Dempsey Rd.
Westerville, Ohio 43081

JUNE 6
150 Mile
Lonesome Pine
Lonesome Pine Enduro Riders
P.O. Box 1003
Bristol, Virginia 24201

AUGUST 15
125 Mile
Rock Run
Lehigh Valley Dirt Riders
6 Violet Cr., AOW
Macungie, Penn. 18062

SEPTEMBER 19
150 Mile
Schuyler County M.C.
P.O. Box 117
Alpine, New York 14805

SEPTEMBER 26
100 Mile
Columbia Enduro Riders
5214 N. Main St.
Columbia, South Carolina 29203

OCTOBER 24
150 Mile
Capital City
Tallahassee Trail Riders
P.O. Box 10031
Tallahassee, Florida 32302

OCTOBER 31
125 Mile
Twin States
West Kentucky Trail Riders
P.O. Box 558
Cadiz, Kentucky 42211

CENTRAL REGION

APRIL 4
125 Mile
Post National
Lubblock Trail Riders
P.O. Box 1012
Lubbock, Texas 79408

MAY 2
150 Mile
Burr Oak
Mid-West Nat'l Enduro Riders
Rt. 3, 1815 Fourth Avenue
Sterling, Illinois 61081

JUNE 20
100 Mile
Straight Arrow Enduro Riders
5117 39th Ave. S.
Minneapolis, Minnesota 55417

JULY 4
100 Mile
Seaway Festival
White River Enduro Riders
6194 112th Ave.
Holland, Michigan 49423

SEPTEMBER 4-5
400 Mile
Jack Pine
Lansing M.C.
P.O. Box 1293
Lansing, Michigan 48904

SEPTEMBER 12
100 Mile
West Texas 100 Mile
Permian Basin M/C Assn.
P.O. Box 3109
Odessa, Texas 79760

OCTOBER 3
100 Mile
Black Coal
Ind/Ill/Ky Enduro Riders
1226 S. Grand Ave.
Evansville, Indiana 47713

OCTOBER 17
125 Mile
Forest City Riders M.C.
550 Grable
Rockford, Illinois 61109

NOVEMBER 7
125 Mile
Ozark Hillbilly
Potosi M.C.
P.O. Box 236
Potosi, Missouri 63664

NOVEMBER 14
125 Mile
John Zink
Tulsa Trail Riders, Inc.
4110 E. 46th Place
Tulsa, Oklahoma 74135

WESTERN REGION

MARCH 21
125 Mile
Red Garter
Dirt Diggers M.C.
8228 Sale Avenue
Canoga Park, Cal 91304

APRIL 25
100 Mile
49er
Polka Dots M.C., Inc.
4555 Auburn Blvd. No. 21
Sacramento, California 95841

MAY 29-30
500 Mile
Greenhorn
Pasadena M.C.
955 E. Washington
Pasadena, California 91103

OCTOBER 24
100 Mile
Oakland M.C.
1116 36th St.
Oakland, California 94608

OCTOBER 31
150 Mile
Far West M.C.
P.O. Box 3198
Eureka, California 95501

NOVEMBER 7
Rattle Snake
Redwood Scramblers M.C.
P.O. Box 760
Crescent City, California 95531

125cc National MX Series

World Championship Events

Trans-AMA MX Series

OCTOBER 31

250cc National
Hangtown Classic
Plymouth, California

MAY 23
125cc National
500cc Support
Red Bud Track and Trail
Buchanan, Michigan

JUNE 20
125cc National
250cc Support
Midland MX Park
Midland, Michigan

JULY 4
125cc National
Sidehack Support
Appalachia Lake Park
Bruceton Mills, West Virginia

Sidehack Support
Delta Motorsport Park
Delta, Ohio

AUGUST 15
125cc National
250cc Support
Cyclerama
San Antonio, Texas

AUGUST 22
125cc National
250cc Support
Rio Bravo Motorcycle Park
Houston, Texas

AUGUST 29
125cc National
500cc National
Moto-Cross West
New Orleans, Louisiana

250cc National MX Series

APRIL 4
250cc National
125cc National
Hangtown Classic
Plymouth, California

APRIL 11
250cc National
500cc Support
Fastrack MX Park
Phoenix, Arizona

APRIL 25
250cc National
500cc Support
Rio Bravo Motorcycle Park
Houston, Texas

MAY 2
250cc National
500cc Support
Towaliga River Cycle Park
Forsyth, Georgia

MAY 16
250cc National
125cc Support
Appalachia Lake Park
Bruceton Mills, West Virginia

MAY 23
250cc National
500cc Support
Pennsylvania MX Park
Allentown, Pennsylvania

JUNE 6
250cc National
500cc Support
Motocross 338
Southwick, Massachusetts

500cc National MX Series

MAY 30
500cc National
250cc Support
Moto-Masters Park
Mexico, New York

JUNE 13
500cc National
250cc Support
Lake Sugar Tree
Axton, Virginia

JULY 18
500cc National
250cc Support
Cycle World USA
St. Peters, Missouri

AUGUST 1
500cc National
250cc Support
Unadilla Valley Sports Center
New Berlin, New York

AUGUST 8
500cc National
250cc Support
Castle Point Motor Sport Park
New Castle, Kentucky

AUGUST 15
500cc National
250cc Support
Appalachia Lake Park
Bruceton Mills, West Virginia

AUGUST 22
500cc National
250cc Support
Sunshine MX Speedway
St. Petersburg, Florida

AUGUST 29
500cc National
125cc National
Moto-Cross West Park
New Orleans , Louisana

May 2	Austria
May 16	Italy
May 23	Yugoslavia
June 5-11	Isle of Man
June 26	Holland
July 4	Belgium
July 25	Sweden
August 1	Finland
August 22	Czechoslovakia
August 29	West Germany
September 19	Spain

500cc Motocross

April 4	Switzerland
April 11	France
May 2	Italy
May 9	Austria
May 16	Sweden
May 23	Finland
June 13	West Germany
June 20	America
June 27	Canada
July 4	Britain
August 1	Belgium
August 8	Luxembourg

250cc Motocross

April 4	Spain
April 25	Belgium
May 2	Czechoslovakia
May 9	Poland
May 16	Russia
May 23	Yugoslavia
May 30	Italy
June 13	France
June 20	Britain
June 27	West Germany
August 8	Holland
August 15	Sweden

April 11	Italy
May 2	Britain
May 30	Belgium
June 7	Denmark
June 13	Finland
June 20	Czechoslovakia
June 27	France
July 11	America
August 8	West Germany
August 15	Spain
August 22	Switzerland

Trials

February 14	Ireland
February 29	Belgium
March 7	Spain
March 13	Britain
March 21	France
May 15	West Germany
June 13	Italy
July 25	America
August 29	Sweden
September 5	Finland
September 12	Switzerland
September 19	Czechoslovakia

FIM Formula 750

March 7	America
March 21	Venezuela
April 4	Italy
May 9	Spain
May 23	Belgium
May 30	France
July 18	Sweden
August 8	Finland
August 15	Britain
September 5	Holland
September 26	West Germany

National Championship Observed Trials Series

MAY 22
Observed Trials
Site to be announced
Colorado

MAY 29
Observed Trials
Site to be announced
Texas

MAY 31
Observed Trials
Site to be announced
Missouri

OCTOBER 16
Observed Trials
Site to be announced
Southern California

OCTOBER 17
Observed Trials
Site to be announced
Southern California

OCTOBER 23
Observed Trials
Site to be announced
Northern California

NOVEMBER 6
Observed Trials
Site to be announced
Rhode Island

NOVEMBER 7
Observed Trials
Site to be announced
Pennsylvania

NOVEMBER 13
Observed Trials
Site to be announced
Michigan

AMA Supercross Series

MARCH 6
250cc Supercross
500cc Invitational
Daytona International Speedway
Daytona Beach, Florida

MARCH 12-13
250cc Supercross
500cc Invitational
Houston Astrodome
Houston, Texas

MARCH 19-20
250cc Supercross
500cc Invitational
Texas Stadium
Dallas, Texas

MARCH 26-27
250cc Supercross
500cc Invitational
Municipal Stadium
Pontiac, Michigan

JULY 24
250cc Supercross
500cc Invitational
Los Angeles Coliseum
Los Angeles, California

Mid-Ohio MX Park
Lexington, Ohio

OCTOBER 3
500cc International
250cc Support
Lake Sugar Tree MX Raceway
Axton, Virginia

OCTOBER 10
500cc International
250cc Support
Unadilla Valley Sports Center
New Berlin, New York

OCTOBER 17
500cc International
250cc Support
Red Bud Track and Trail
Buchanan, Michigan

OCTOBER 24
500cc International
250cc Support
Cycle World USA
St. Peters, Missouri

Rabbit Run
Plano, Texas

NOVEMBER 7
500cc International
250cc Support
Fastrack Motocross Park
Phoenix, Arizona

NOVEMBER 14
500cc International
250cc Support
Puyallup Raceway Park
Puyallup, Washington

NOVEMBER 21
500cc International
250cc Support
Sears Point Raceway
Sears Point, California

NOVEMBER 28
500cc International
250cc Support
Saddleback Park
Irvine, California

AMDRA/NHRA National Drag Series

MARCH 4-6
Daytona Championship Drags
Ormond Beach Airport
Ormond Beach, Florida

APRIL 30, MAY 1-2
Sunshine Nationals
Lakeland Speedway
Memphis, Tennessee

JUNE 18-20
Beech Bend Nationals
Beech Bend Raceway
Bowling Green, Kentucky

JULY 16-18
Summer Nationals
Site to be announced
Cincinnati, Ohio

AUGUST 21-22
AMDRA Northern Nationals
Site to be announced
Michigan

OCTOBER 1-3
AMDRA Nationals
Atco Raceway
Atco, New Jersey

NOVEMBER 5-7
Golden Gate Nationals
Freemont Raceway
Freemont, California

NOVEMBER 12-14
Hot Bike Nationals
Irwindale Raceway
Irwindale, California

Two-Day Trial Championship Series

FEBRUARY 28-29
ISDT Qualifier
East Coast Enduro Assn.
Forked River, N.J.

MARCH 13-14
ISDT Qualifier
Ft. Hood Dirt Riders
Ft. Hood, Texas

MARCH 27-28
ISDT Qualifier
Sunland Shamrocks M.C.
California City, California

APRIL 10-11
ISDT Qualifier
Two Days in Alabama Comm.
Pell City, Alabama

MAY 15-16
ISDT Qualifier
Senfair City M.C.
Olympia, Washington

MAY 22-23
ISDT Qualifier
Bentwheels M.C.
Rome City, Michigan

JUNE 5-6
ISDT Qualifier
Trask Mountain M.C.
McMinnville, Oregon

JUNE 12-13
ISDT Qualifier
Bad Rock M.C.
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Name _____ Rider _____ Classification _____
Address _____ Eng. Size _____
City _____ State _____ Riding No. _____
Zip _____ Phone _____
AMA No. _____ Expires _____
Make of Machine _____ Motor No. _____
Rider's Signature _____ Age _____
If under 21 years Parent or Guardian Signature _____ Notary Stamp _____

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CENTRAL

PHOTOS BY DAVE NIELSEN

Steve Mulholland (41m) got out of this mess to

Lake Whitney MX benefit raises $3600

By Dave Nielsen

WHITNEY, TEX., JAN. 11

About a year and a half ago, at an all-trophy motocross, Grandpa Hutsell told me, "You know, this is the way it ought to be. We have more fun at these than any money race." He definitely would have enjoyed today's races at Lake Whitney Cycle Ranch, held in memorial to his selfless contributions to motorcycle sports, which he pursued as owner of Bultaco Sales of Dallas until the riding accident that took his life last November 23.

On that same day, here at Whitney, the Grim Reaper almost got another one when local Expert Shawn Smith got off

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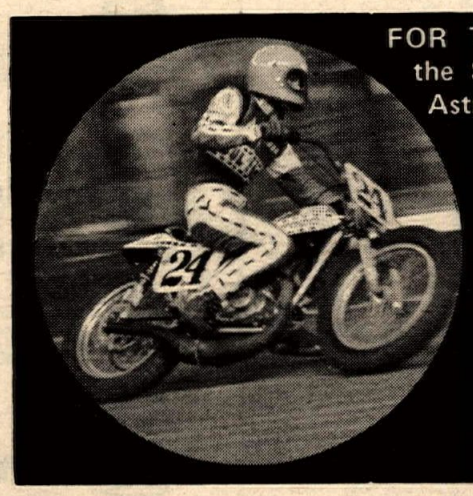

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move up and win the 125 Novice class at Whitney. (Below) Charles Wiese (571) tests a Texas uphill while Dennis Bishop tries a downhill.

while leading the 125 class, suffering near-fatal internal injuries. Smith will pull through, but is faced with seemingly insurmountable medical bills from kidney and spleen removal. Hence, today's gathering to pay tribute to the beloved Arlie Hutsell, and at the same time, pump the Shawn Smith Hospital Fund as much as possible.

Taking "Grandpa's class," over 30 winner L.D. Riddle (Hus) took over after a first moto second, and led the final all the way. Vic Doyle, winner of the first round, dropped his chances and his Bultaco in the first corner, as Bill Girard (Yam, 4-2) ended second OA.

Marty Luther and Joe Harrison made a shambles of the 31-rider 250 Novice field, wearing Team Bazerko colors and carting off first and second. Identifying on a "Team," no matter how weird, seems to be the thing to do these days. Two guys get jerseys alike and it's a team, but it's all in good fun, Luther and Harrison are from the Dallas suburb of Duncanville, much like Team Arm Pit from the Pleasant Grove area of Dallas. Riders whose relatives own businesses show up with "CharcoBroil Steak House," "Debonair Danceland," or "Texas Leisure Chair" displayed on their chests. Then there are powerhouse groups like Carter's Yamaha and Team Wasted, who enjoy the membership of much of the top talent around. Since most of the non-local would-be cherrypickers know by now that the major North Texas tracks are veritable hornet's nests of competition, there is little need for locals to defend the "turf." As a result, spirits are kept high with friendly rivalries among dealer and independent teams.

Speaking of the Debonair team, 125 Expert Mike Hullett made it two first place rides in two weeks by going 1-1 today at Whitney. CenTex flash Dicky Turnbo of Killeen put his Yammer in overdrive for the second moto, improving his first round fifth to a second and second overall. San Angelo's Mel Newman, longtime Kawasaki rider, has chosen to campaign the RM Suzuki, and today renewed last year's TexAMA Series battle with Turnbo, ending up third OA at 4-3 while dicing with Dallas Yamaha's Mike Martin.

There was no way to keep Jeff Kring from winning the 250 Expert today. Jeff was practically family with the Hutsells for years, and although passed by Darrell Hollingshead (Hus) at the white flag in the last moto, Kring (Yam) turned the wick and repassed Darrell for the checkers.

Open Experts Ricky Kidd, Bobby Pickard, Tim Riddle, and Nat Segovia capped off the show with a somewhat less-than-serious second moto that saw them swapping the lead nearly every lap, pulling wheelies, and attempting to be at the finish line in unison. Technically, Kidd was the winner, but the real winners were Arlie Hutsell's wife Judy, Shawn Smith, and everyone who helped with, donated to, or participated in this unique Memorial-Benefit event. Those still wishing to help the Shawn Smith Hospital Fund may do so c/o Joe London, Box 1984, Dallas, TX 75221.

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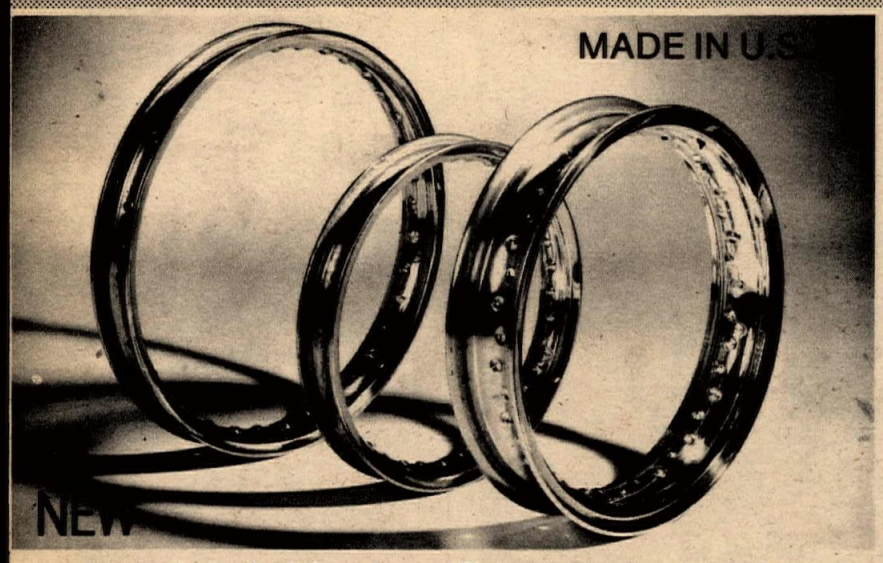

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WM 4 16", 17", 18"

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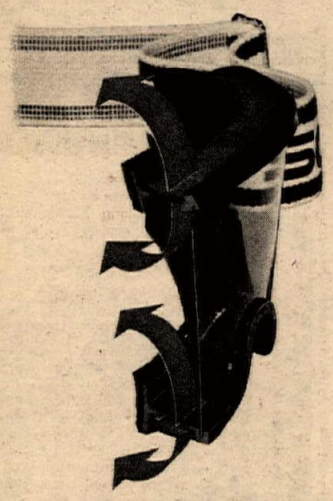

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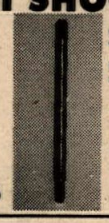

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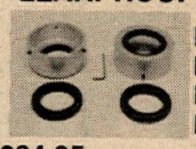

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CENTRAL

Koch klobbers Rio

By Mark Knowles

HOUSTON, TEX., JAN. 18

Bo Koch turned consistent rides into two first overall finishings after all three first moto expert winners suffered problems.

The 125 Expert class started off on a sour note as Glen Johnson lost control in the whoops, hit a small jump sideways and crashed hard during practice. He walked away in much pain but later returned with a reported separated shoulder. Glen Urquhart got the holeshot in the first moto and began pulling away despite efforts by Bo Koch to match Urquhart's pace. Koch was running a safe second as Barry Duncan and Mike Wharton battled for third. The moto ended with Urquhart way out front trailed by Koch in second as Wharton edged Duncan for third.

Koch took the lead in the second moto and started pulling away at a very rapid pace in efforts to better his first moto finish. Glen Urquhart dropped out early with a broken fork leg leaving second place for the battling duo of Duncan and Wharton. Koch was never challenged for the lead as Duncan passed Wharton for second place only to be repassed on the last lap. Koch (2,1) took the overall win followed by Wharton (3,2), Duncan (4,3) and Peter Goolishan (5,4).

With most of Houston's top 250 Expert talent on the starting line, a victory in todays race would be well earned. Young Greg Howard powered his quick Can-Am into an early lead leaving little doubt to his frequent flashes of talent as he and second place Bo Koch wheelied away from the pack. Howard was untouchable in winning the moto as Koch secured second with Randy Choate leading Phillip Yarabrough and the pack across the finish line.

Determined to improve his sixth place in the first moto, Tracy Knighton bezerked his way into the lead of the second moto. Knighton turned in a rare display of his true talent in route to victory as he quickly put distance on second place Phillip Yarabrough. Yarabrough maintained position to finish second ahead of Bo Koch and Greg Howard as they battled for third. Koch edged Howard across the finish line to win first overall as Howard (1,4) slipped to second. Yarabrough (4,2) collected third place cash while Knighton's strong second moto performance took fourth. ●

Amarillo indoor gets Tripp up

By Jon Roberts

AMARILLO, TEX., JAN. 10

Terry Tripp of Amarillo moved into first place in the overall point standings for the winter indoor season by capturing the 15 lap main event at the Amarillo Civic Center. Tripp, riding a 250 Harley, achieved a "hat trick" for the first time this season. The Amarillo native finished first in his heat, semifinal, and main event to collect 300 points out of a possible 300.

Tripp and Paul Johnson were sitting one, two, in the first row prior to the start. Johnson owned the pole position by virtue of his semifinal time. However, Tripp and his Harley were just too much for Johnson and his Bul. Johnson finished second in the main and now moves into second place in the all important point totals. Johnson's 275 points gives him an overall total of 700 points. Joe Wilson of Albuquerque, New Mexico finished third and Eldon Barker rounded out the top four main finishers.

L PIPELINE

JACK HARWOOD

Chuck Cooper pounded out first 125 and second Open at Ponca City.

Tripp leads the overall point total with 875, Paul Johnson is second with 700, followed by John Johnson 675, Benny Spear 600, Guy McClure 550, Monte Meers 550, Randy Carthel 500 and Tom Deckard 425.

Perryton, Texas' Wes Anderson took advantage of Gary Sooter's misfortune and captured the exciting 360 Sportsman main event. Riding 250 Kawasaki, Anderson outdistanced Mike Arp (Yam), Terry Brown (Yam) and Randy Hinds (Hon). Anderson collected 250 points for his efforts and upped his overall point total to an event 500 points.

Despite his spinout in the semifinals, Gary Scooter still remains atop the 360 Sportsman point standings with 1,000. Second is a tie between Terry Brown and Mike Arp. Both have 775 points to their credit. ●

Cooper aces, Trey deuces Ponca City

By Jack B. Harwood

PONCA CITY, OKLA., JAN. 11

Limited to two classes, Trey Jorski picked the 250 and Open classes and drew winners both times. Chuck Cooper, faced with the same decision, picked the 125 class and first place money, but had to settle for second in the Open clash between himself and Jorski.

In the first 125cc Expert moto, Gary Bowman (Hon) jumped out in front and led Cooper (Pen) for three laps before he went a gear too low in a back course turn, spinning around enough to let Cooper slip into a lead he never relinquished. A crash at the start of the second moto dashed Bowman's hopes of getting in front at pay time.

In the middle class war, Jorski was chased closely by Chip Day in both motos. In the first moto, Day's failing front forks caused him to kill it in a tight down-and out turn. In the second moto, Day's bad luck pursued him with a stuck throttle in the third lap after he and Jorski had put the field behind them.

When Jorski and Cooper clashed in the Open heats, the excitement didn't last beyond a couple of laps. It was clearly Jorski's day, as he steadily pulled out of range in each moto.

In the 250 Amateur, Mike Williams rode to the overall win with a strong 1-2. Kim Blevins led the first moto until he lost a pipe. Carl Smith led the second moto for a couple of laps before being reeled in by the charging Williams, who then coasted in behind Ty Bowers (3-1).

The 125cc Amateur race ended in a four-way tie at 5 points per rider. Craig Johnson (4-1) took home the tall trophy, while Cliff Grider (3-2) was next, ahead of Mark Dennison (2-3) and Shan Gore (1-4).

The Open Amateur class had three riders tied with 5 points. Jerry Fanning (4-1) beat out Louis Moffat (3-2) and Ken Cole (2-3). ●

Stack, Kent ace Austin

By Greg Labbe

AUSTIN, TEX., JAN. 19

Central Texans are blessed during these three months of the year known as the off season by the presence of two of the brightest young motocross stars in the world. Steve Stackable, an Austin product, and San Antonian Kent Howerton came to Austin Motocross Park this past Sunday for a little practice, a little relaxation, and a little pocket money. They went away smiling.

Steve has had his new Suzuki for only a week and although he had commented earlier in the week that he had a lot to learn about riding it, on Sunday he was all smiles and smoke. It was obvious to onlookers that he had grown well accustomed to his scoot in just one week. The bike Steve had today was a production RM 370 which will become his practice bike. For the Florida series he will be on one of Roger's Trans-Am bikes, and for the Nationals he will be aboard new factory products in contesting both the 250 and Open classes. Things are looking good for Stack.

Kent, on the other hand, is staying with Husqvarna for the coming season and had a brand new 250 Husky with him. The only difference in his bike from stock was the triple clamp and the Bicentennial shocks (red, white, and blue). Kent was being fairly conservative since, for one thing, he is already familiar with his bike and for another, he had badly bruised both his knees and torn a fingernail off in a riding accident during the preceeding week. He wasn't feeling just red hot, but with the Florida series coming up in just two weeks neither he nor Steve could afford to lay off this weekend. Kent won both of his 250 heats with ease. With such ease in fact that as he overhauled the last rider between himself and the lead in the second moto, he nonchalantly reached up and pulled off his goggles as if to say, "That's all folks." All this while leaned over and accelerating out of a hairpin turn. Kent has class.

The start of the second Open Junior moto was an eyebrow raiser as two ancient (1972) CZs piloted by Bryant Tillson and Jim Stacey roared out of the first run in first and second place. Stacy went on to win the second moto and second overall for the day. ●

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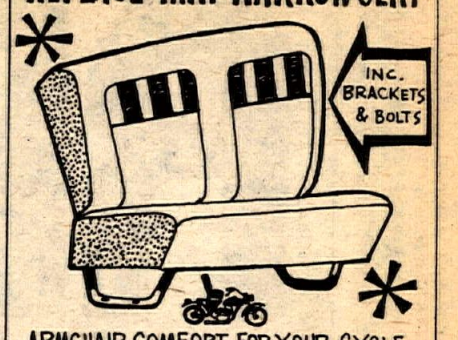

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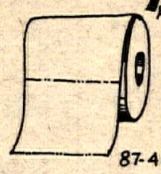
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RESULTS

AMC MX
Sunnymead, CA
Jan. 18, 1976
by Rex Reese

100 BEG	
Bob Brewer	Suz
MINI JR	
Curtis Qualls	Yam
Chris Bridges	Hon
MINI INT	
Shawn Moran	Hon
Mike Shea	Yam
MINI EX	
Chris Heisser	Yam
Kelly Moran	Yam
100 EX	
Greg Toyama	Hon
John Gliss	Hon
125 BEG	
Bill Bryant	Yam
Doug Gormley	Yam
Steve Walthall	Kaw
125 JR	
Don Davis	Yam
Craig Gormley	Yam
Steve Henson	Hon
125 EX	
Ron Turner	Suz
Bruce McDougal	T&M
Brian Myerscough	Yam
250 BEG	
George Wagner	C-A
Roger Smith	C-A
Vern Medeiros	Bul
250 JR	
Danny Waite	Suz
Donald Bridgewater	Yam
Bill Schneider	Bul
250 INT	
Danny Jean	Yam
John Ward	Mon
Larry Minor	Mai
250 EX	
Marty Moates	Suz
David Williams	Yam
Mark Tyer	Yam
OPEN BEG	
Keith Wisegarver	Suz
Craig Dale	Rok
Bill Traver	CZ
OPEN INTER	
David Aleman	Suz
Greg Saare	Yam
Steve Szueber	Yam
OPEN EX	
John Derhammer	Mai
Randy Berkeley	Mai
Russ McAfee	Bul

O.C.M.C.
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January 11, 1976

1. Mike Adams
2. Ron Woods
3. Jay Tullis
4. Bob Dobson
5. Dan (Goat) McKinney
6. Phil Turgason
7. Fred Hayes
8. John Townsend
9. Dan McClain
10. Wayne King
11. Harold Mitchell
12. Rick Smith
13. Lin Pickens
14. Rick Munyon
15. Bill Diebold
16. Clint Bletcher
17. Al Covington
18. Jack Worley
19. J. Owens
20. Rick Hobbs
21. John Baldwin**
22. Stan Baldwin

Youngest Finisher

Austin MX Park
Austin, Texas
January 19, 1976
by Greg Labbe

Steve Stackable	Suz
Robbie Blackmon	CZ
Kevin Horton	Hus
250 EXP	
Kent Howerton	Hus
Roger Brown	C-A
Danny Weir	Kaw
125 EXP	
Roger Brown	C-A
David Daniels	Yam
Pat Adamson	Hus
MINI JR	
Keith Davis	Yam
Manuel Negrete	Yam
John Cox	Yam
MINI SR	
A.J. Whiting	Yam
100 NOV	
Troy Patterson	Suz
Terry Curtis	Suz
Jack Beckman	Suz
125 NOV	
Ed Carey	Hon
Fred Cleer	Hon
Frank Patterson	Suz
125 INT	
Mitch Mitchell	Yam
Robby Jones	Hon
Neil Cooper	Suz
250 JR	
Pat McPherson	Yam
Arthur Serrano	Mai
Wayne Eskew	Hon
OPEN JR	
Lee Biggart	Yam
Jim Stacy	CZ
Steve Anderson	Bul

Corrected Results
KCOTA/ATA Trial
Lake Isabella, Cal.
Jan. 11, 1976

AMATEUR	
Harold Sprayberry	Bul
Randy Rader	Bul
Dean Smith	Yam
NOVICE A	
Sherry Gregoire	Yam
Gil Smith	Oss
Dave Boyd	Yam
Rick Spruell	Hon
JUNIORS	
Casey McRoberts	Yam
Barney Burman	Bul
Robert Burman	Bul
Bim Miller	Mon
NOVICE C	
LeRoy Crew	Alp
Robert Lindquist	Alp

Saddleback MX
Orange, CA.
Jan. 24, 1976

125 EX	
B. McDougal	Hon
C. Bower	Hon
K. Sofka	Yam
250 EX	
R. Turner	Suz
B. Elliot	Suz
J. Lihie	Hus
OPEN EX	
G. Moiser	Mai
G. Semics	Kaw
S. Scott	Yam
125 INT	
R. Reveles	Yam
D. Bridges	YB
G. Young	Hon
125 JR	
D. Clements	Yam
D. Gomez	Hon
D. Van Auchen	Hon
125 BEG	
R. Boiteau	Hon
G. Van Dyke	Yam
L. Howard	MM
250 INT	
J. Clauson	Suz
R. Caswell	Suz
N. Gomez	Suz
250 JR	
B. Schmeltz	C-A
J. Layne	C-A
M. Godfrey	Kaw
250 BEG	
R. Stanley	Yam
B. Keefe	Kaw
J. Latmer	Yam
OPEN INT	
D. Smallwood	Yam
C. DeSoucy	Mai
S. Ryan	Suz
OPEN JR	
M. Desousy	Suz
M. Gourdeau	KTM
A. Satterla	Yam
OPEN BEG	
M. Olsen	Mai
R. Vasquez	Yam
G. Watson	Suz
100 JR	
C. Tiner	Suz
B. Rose	Car
MINI BEG	
B. Boyer	Hon
T. Marcell	Kaw
C. Brien	Hon

TT Scrambles
Elsinore, Cal.
Jan. 17, 1976
By Andi Gangewer

MINI BEG	
Adam Oller	Hon
John Krugh	Hon
Randy Schmidt	Hon
MINI NOV	
Darren Hulbert	Yam
Kirk Johnson	Yam
Bobby Garabedian	Yam
MINI AM/EX	
Chris Cannon	Yam
Benjie Meyer	Yam
Kirk Johnson	Yam
100 COMB	
Steve Karsten	Kaw
Mike Word	Hod
Don Tallman	Kaw
125 BEG	
Ed Gabler	Yam
T.D. Walver	Hon
Johnny Robles	Hon
250 BEG	
Glen Elliot	Suz
Larry Ogden	Hon
Don La Fon	CZ
125 NOV	
Steve Polson	Yam
Mike Callison	Yam
Jim Forehand	Hon
250 NOV	
Michael Allen	Yam
John Luck	Kaw
Chris Choisser	Yam
OPEN NOV	
Lane Dennis	Yam
Jim Stentz	Yam
Steve Allmutt	Bul
SPEC NOV	
John Luck	Kaw
Jeff Wise	—
Mike Krugh	Mai
125 AM	
Duane Gallager	Yam
Steve Griffith	Yam
Jim Ingersole	Yam
125 EX	
Brad Wootton	Yam
Jim Strain	Hon
Greg Zehner	Yam
250 AM	
Tom Roseth	Bul
Jim Strain	Yam
Scott Polson	—
250 EX	
Joe Steffen	Yam
Bruce Reynolds	Bul
Richie Volk	Yam
OPEN EX	
Mark Reichert	Yam
Don Frauenberger	Yam
Rod Sexton	Yam
SPEC EX	
Rod Sexton	Yam
Tim Melancon	Yam
Ron Powell	—

H-M & ST
Corona, Cal.
Jan. 21, 1976
By Elaine Jones

SHORTTRACK	
MINI DIV I	
Todd Brown	Yam
Darren Kerr	Yam
Jay Ruchenbecker	Yam
MINI DIV II	
Mike McBride	Hon
Paul Smith	Hon
Adam Oller	Hon
125 NOV	
Terry Singleton	Hon
Jeff Eary	Yam
Shawn Pettis	Yam
125 AM/EX	
Mike Tidwell	Yam
David DeTemple	Kaw
Danny Perkins	Hon
250 NOV	
Terry Williams	Mon
Mike DeBruyn	Yam
Rob Selvy	Yam
250 AM	
Cliff Whetstone	Yam
Bob Eary	Yam
Mike Allen	H-D
250 EX	
Mike Tidwell	Yam
Mike Minning	Yam
Wayne Rainey	Bul
OPEN NOV	
Stan Kinsey	Yam
Ken Griner	Yam
Jim Redding	Yam
OPEN EX	
Gorden Kidd	Yam
Dave Lujan	Kaw
Craig Armstrong	Yam
HALF MILE	
Todd Brown	Yam
Tom DeAvila	Hon
Mike McBride	Hon
100 NOV	
Mike Word	Hod
Paul Smith	Kaw
Frankie Armendariz	Hon
125 NOV	
Terry Singleton	Hon
Joanne Redding	Yam
Bobby Ontiveres	Yam
250 AM	
Cliff Whetstone	Yam
Bobbi Hunter	Yam
Bob Eary	Yam
125 AM/EX	
Mike Tidwell	Yam
David DeTemple	Kaw
Danny Perkins	Hon
250 NOV	
Carl Whitt	Yam
Mike DeBruyn	Yam
Jim Beck	Yam
250 EX SINGLE	
Mike Tidwell	Yam
Wayne Rainey	Bul
Mike Minning	Yam
250 EX TWIN	
Mike Tidwell	Yam
Danny Mullins	Yam
Eddie San Ramon	Yam
OPEN NOV	
Ken Griner	Yam
Stan Kinsey	Yam
Gary Pettis	Bul
OPEN AM/EX DIV I	
Dave Johnson	Yam
Tim McWhorter	Yam
Mike Ochs	Kaw
OPEN AM/EX DIV II	
Gordie Kidd	Yam
Marti Halkola	Bul
Dave Lujan	Kaw

Desert Wheels
Edwards AFB, CA.
Jan. 18, 1976

MINI JUNIOR	
John Sundquist	Yam
John Hemme	Yam
Billy Broome	Yam
MINI INTER	
Scott Crose	Yam
Mike Mercier	Yam
Don Riley	Yam
MINI NOVICE	
Pat Galan	Hon
Jeff Black	Hon
Tommy Orcutt	Hon
OPEN NOV	
Rich Grose	Kaw
Mike Hull	Yam
OPEN JR	
John Kuchecki	Hus
OPEN SR	
Steve Miller	Mai
250 SR	
Tom Burgess	Yam
250 JR	
Mark Mangold	Kaw
Jerry Hensley	Hon
250 NOV	
Steve Jordan	Bul
Dave Roark	Bul
Joe Logan	Hon
125 NOV	
Billy E. Brown	Yam
Scott Madsen	Yam
Dave Jeter	Hon
125 SR	
Dan Thompson	Yam
Terry Ducker	Hon
125 JR	
Rick Hulsizer	Yam
Craig McConnachie	Yam
Mike Gary	Yam
100 JR	
Kenny Hurst	Suz
Jeff Harris	Suz
Rick Guilmette	Suz
100 NOV	
Paul McDonald	Suz
Donald Parker	Hon
Mark Williams	Suz
125 NOV	
Don Patterson	Yam
Tom Hamilton	Hon
Stephen Mayer	Yam

CMC Nite MX
Irwindale, Cal.
Jan. 23, 1976
By Tom Blatter

MINI JR DIV I	
Scott King	Yam
Jack Essen	Hon
Kevin Iribarren	Yam
MINI JR DIV II	
Gary Wagner	Yam
Jim Carroll	Hon
Scott Miller	Hon
MINI JR DIV III	
Greg DeThomas	Hon
Aaron Beckner	Yam
Troy Neff	Hon
MINI EX	
Rex Smith	Yam
Dean Cates	Yam
Rick Atkins	Hon
100 JR	
Alex Cofino	Suz
Jim Alexander	Yam
Scott Cross	Suz
125 JR DIV I	
Karl Smith	Hon
John Kiesow	Hon
Chris Threlfall	Hon
125 JR DIV II	
Chuck Okimoto	Hon
Keith Beck	Hon
Mark Callanan	Hon
125 JR DIV III	
Roy Roberts	Hon
Jay Van Camp	FMF
Keith Ehlers	Hon
125 INT DIV I	
Bob Brammer	Yam
Mike Raines	Hon
Bill Francher	Yam
125 INT DIV II	
Pat Delligatta	Hon
Bill Koemans	Hon
Gary Bowden	Hon
125 PRO	
David Taylor	Hon
Gary Denton	Hon
John Atwood	Yam
250 JR DIV I	
Gary Truesdill	Suz
Dave Wentz	Yam
Tom Francis	Yam
250 JR DIV II	
Adrian Hernandez	Suz
Greg Bedford	Hon
Ron Flores	Hon
250 INT	
Ron Maas	Mai
Brian Anderson	Kaw
Chito Martinez	Yam
250 PRO	
David Taylor	Hon
Val Tamietti	Mai
Jeff Vidic	Mai
500 JR	
Phil Ferree	Mai
John Barr	Suz
David Servais	Yam
500 INT	
Con Weber	Mai
Craig Phillips	Hus
Craig Lifer	Yam
500 PRO	
Bill Rubly	Mai
Dan Barnes	Mai
Luke Messer	Mai

Super 10 Series Final
Phoenix, Az.
Jan. 18, 1976
By Larry Owen

PEE WEE	
Eric Goodrich	Hon
John Newsome	Yam
MINI BEG	
Chris Thude	Yam
Matt Stevens	Hon
Vance Harrington	Yam
MINI NOV	
Scott Goodrich	Hon
Mark Nicholas	Yam
Steve Rautenberg	Yam
MINI AM	
Troy Blake	Hon
Roy Fields	Hon
Bobby White	Yam
MINI EX	
Gary Dircks	Yam
Scott Reddell	Yam
Greg Conradson	Yam
125 BEG	
Mike Gray	Kaw
Tony Boyce	Yam
Mitch Herre	Yam
100 NOV	
Bob Lakey	Suz
Joe Scherer	Hon
Steve Stevens	Hon
100 AM	1100 AM
Steve Yarbrough	Yam
Mark Miller	Suz
Jim Shaffer	Hon
125 NOV	
Howard Dendy	Hon
Jim Thude	Yam
Glenn Weidman	Suz
125 AM	
Corky Pond	Hon
Gary Dircks	Yam
Larry Owen	Hon
EX	
Tom Pulver	Kaw (Open)
Jimmy Wright	Hon (125)
John Imbriale	Hus (125)
OLD TIMER (-35)	
Keith Martin	Yam
OLD TIMERS (+35)	
Jim Pursell	Yam
Dave Stevens	Hon

Canyon Raceway MX
Phoenix, Az.
Jan. 18, 1976
By Larry Owen

PEE WEE	
David Mankel	Hon
Eric Goodrich	Hon
Katie Beedle	Hon
MINI BEG	
Rick Collins	Yam
Darrin Womble	Hon
Matt Stevens	Hon
MINI NOV	
Steve Routenberg	Yam
Chris Thude	Yam
Mike Erwin	Yam
MINI AM	
Bobby Winn	Hon
Ron Fields	Hon
Mark NNicholas	Yam
MINI EX	
Scott Reddell	Yam
Tim Nolte	Yam
Troy Blake	Hon
100 NOV	
Eddie Mankel	Yam
Bill Kimbrell	Hod
John Belluzzi	Suz
100 AM	
Bobby Lakey	Suz
Jim Shaffer	Hon
125 BEG	
Brian Whittington	Hon
Tony Boyce	Yam
Robert Serna	Hon
125 NOV "A"	
Tim Nolte	Yam
Mike Brady	Hon
Mark Miller	Hon
125 NOV "B"	
Buddy Dalke	Suz
Arron Womble	Hon
Jim Thude	Yam
125 AM	
Steve Yarbrough	Yam
Larry Owen	Hon
Troy Bomar	Hus
250 BEG	
Willie Ham	Hon
Brad Emmett	Suz
250 NOV	
Gary Ewing	Mai
Rinny Dyar	CZ
Wayne Browning	Hon
250 AM	
Bill Adams	Yam
Johnny Walker	KTM
Corky Pond	Hon
250 EX	
Doug Raines	Haw
John Imbriale	Hus
Gary Wells	Hon
125 EX	
Jimmy Wrright	Hon
Chappy Blose	Hon
Dave Crawford	Hon
OPEN NOV	
Carl Muldner	CZ
Tony Boyce	Kaw
Carl Johns	Yam
OPEN AM	
Bill Adams	Yam
Tom Morefield	Hus
Patrick Pendley	Yam
OPEN EX	
Bobby Blose	Kaw
Roger Jones	CZ
Andy Frola	Bul
OLD TIMERS (-35)	
Tom Erb	Suz
Keith Martin	Yam
Alan Belluzzi	Suz
OLD TIMERS (+35)	
Jamie Jamison	Hus
Jim Pursell	Suz
James Womble	Hon
TURKEYS	
Tom Frazier	Kaw
Liz Wouters	Yam
Karen Blakely	Suz

D-35 TT Scrambles
Bakersfield, Cal.
Jan. 18, 1976
By Cosmic Cat

MINI	
NOVICE	
Brad Carrol	Yam
Mike Hale	Yam
Harold White	Yam
JR EX	
Mike Yafchak	Yam
Mike Garrison	Yam
Robert Francisco	Yam
12NOVICE JR	
Mark Ritchie	Yam
Bryan Adkins	Yam
EX	
Kirk Smith	Suz
Todd Parker	Yam
Mike Garrison	Yam
JR	
William Riggan	
Bill Hartman	Hor
Gary Long	Suz
EX	
Scott Dinkins	Suz
Richard Escalera	Yam
Kevin Ooley	Yam
175-200	
NOV-JR	
Brad Helton	Yam
Roger Lady	Yam
David Morris	Bul
EX	
Don Sing	Suz
Kent Bowser	C-A
Ricky Hicks	Bul
250	
NOV	
John Burnett	Yam
Mike Davis	Hon
Ritchie Ferreira	Oss
JR	
Mike King	Suz
Bobby Edgar	Suz
Jimmy Jung	H-D
EX	
Frank Adamo	Yam
Ronnie Sing	Suz
Mark Powers	Yam
360-500	
NOV	
Jimmy Crisp	Suz
Maurice Stoner	Suz
Carl Casanova	Yam
JR	
Mike King	Suz
Joe Miller	Yam
Bobby Edgar	Bul
360-500	
EX	
Roy Knight	Yam
Mike Short	Yam
Shawn Leopold	Hon
OPEN	
William Edmondson	Yam
Midge Griffith	
Frank Adamo	Yam

P.I.T.S. Brit-Am
Cup Trial
Purisima Cyn., Cal.
Jan. 25, 1976

Lane Leavitt(4)	Bul
BEST AM	
Gary Owens (34)	Bul
BEST NOV	
Chris Anderson (77)	Bul
FIRST CLASS AWARDS	
Steve Darrow (9)	Yam
Bruce Rhyti (12)	Suz
Larry Gurley (12)	Suz
SECOND CLASS AWARDS	
Marland Whaley (13)	Hon
Mark Eggar (16)	Hon
Joe Masculine (17)	Bul
LEAVITT TROPHY	
Larry Gurley	Suz

P.I.T.S. First Rnd State
Championship Trial
Purisima Cyn., Cal.
Jan. 25, 1976

PREMIER AWARD	
Lane Leavitt (7)	Bul
BEST AM	
C. Doughty (85)	Mon
BEST NOV	
Mike Parsons (122)	Yam
FIRST CLASS AWARD	
Steve Darrow (10)	Yam
SECOND CLASS AWARD	
Larry Gurley (12)	Suz
JRS (KIDS)	
Kevin Davey	Yam
Mike Simmons	Suz
Jim Flewelling	Yam

D-38 Desert Race
I.V.M.C.
Holtville, CA.
Jan. 18, 1976
Unofficial Results
By James Brammer

OVERALL	
Mike Stearn	Suz
Dane Wagner	Suz
Johnny McDaniels	Yam
Bobby Niles	Yam
Scott Hatfield	Yam
OPEN EX	
Dane Wagner	Suz
Johnny McDaniels	Yam
Joe Jones	Hus
250 EX	
Mike Stearn	Suz
Bobby Niles	Yam
Gary Cogbill	Yam
125 EX	
David Robinson	Yam
Bill Wehrung	Hus
OPEN AM	
Scott Hatfield	Yam
Claude Maynard	Suz
Doug MacKenzie	Hus
250 AM	
D. Stevens	Hus
K. Hodge	Hus
125 AM	
Gary Bailey	Kaw
Bill Williams	Suz
OPEN NOV	
Ed Vasile	—
Bob Chambers	Hon
Robert Seay	Yam
250 NOV	
Jim Curriden	Yam
Bobby Galloway	Yam
125 NOV	
Ron Laffranchi	Yam
Paul Finch	Yam
Scott Douglas	Yam

Dunlap MX
Dunlap, Cal.
Jan. 18.1976
By Duane Garrett

MINI JR	
Kent Woods	Pow
Tracy Hata	Hon
Mike Williams	Hon
MINI INT	
Ron Quitorian	Hon
Mike Carmicheal	Yam
MINI TEAM RACE	
Donald Franklin	Hon
Jack Franklin	
Mark Wardell	Yam
Joh Hanson	
Brad Baker	Hon
Steve Phillips	
100 JR	
Tom Howard	Hon
Rodney Bennett	Hon
Jim Williams	Hon
125 JR	
Greg Hunter	Suz
Bill Case,Jr.	Suz
John Clericizis	Yam
125 INT	
Myron Martin	Hon
Kevin Frazier	Hon
Jeff Parker	Hon
125 PRO	
Dennis Brand	Hus
Steve Parker	Hon
Mike Barnett	Hon
250 JR DIV 1	
Bob DeHart	Mon
Robert Markarian	Yam
Randy Bivings	Bul
250 JR DIV 2	
Greg Markarian	Yam
John Hunt	Bul
Darrel Patzbowsky	Suz
250 INT	
Don Floyd	Bul
Tony Vidaurri	Bul
Les Sasser	Hus
250 PRO	
Clarance Derrick	Bul
Perry Klassen	Hon
Jim Franklin	Hus
OPEN JR	
Gil Vasquez	Hon
Charlie Ruiz	Bul
J.B. McMahon	Bul
OPEN INT	
Larry Johnson	Hus
Stanton Speck	Yam
Mark Ginder	Bul
VETS	
Gil Vasquez	Hon
OLD TIMERS	
Wayne Sumner	Suz
OPEN EX	
Billy Woods	Hus
Gary Kirkorian	Bul

Spillway MX
Santa Maria, Cal.
Jan. 18, 1976

MINI INT	
J. Berlin	Yam
M. Nelson	Suz
T. Hampton	Yam
MINI JR	
G. Holland	Hon
E. Perry	Yam
G. Bowman	Yam
100 JR	
R. Montijo	Suz
B. Beveridge	Suz
D. Baron	Hon
100 INT	
F. Perry	Hon
D. Blair	Hon
J. Nelson	Suz
125 JR A	
S. Carroll	Yam
M. Nation	C-A
S. Smith	Suz
125 JR B	
C. Irwin	Hon
R. Foster	Mai
J. Mello	Suz
125 INT	
C. Haumont	Yam
D. Lawrence	Yam
R. Mendenhall	Hon
125 EX	
M. Gambetta	Yam
H. Delarge	Yam
. Worth	Hon
250 JR	
J. Marton	C-A
B. Freed	Bul
P. Birchfield	C-A
250 INT	
D. Bolduc	Suz
B. Edwards	C-A
T. Gordon	Yam
250 EX	
A. Segale	Bul
F. Price	Hus
M. Cook	Bul
OPEN JR	
W. Elrod	Hon
J. Elrod	Hon
G. Walker	Hus
OPEN INT	
R. Marshall	Hus
R. Hunt	Kaw
M. Force	Yam
OPEN EX	
S. Schneller	Suz
W. Allen	Yam
C. Nelson	Suz

Moreno Valley MX
Sunnymead, CA
January 24,1976
By Allen Kunst

By Allen Kunst	
250 BEG	
Al Branca	Yam
Tim Thurman	Yam
John Fullmer	Yam
250 JR	
Randy Rios	Yam
Doug White	Suz
David Cummings	CZ
250 INT	
Jim Garton	Yam
Gary Cain	Suz
500 OPEN	
Henry Clifton	Yam
MINI BEG	
Dennis Shaffer	Hon
MINI JR	
Bob Cummings	Hon
100 BEG	
William Jagers	Kaw
125 BEG	
Ray Torres	Yam
John Bednorz	Hon
Bryan Teal	Hon
125JR	
Danny East	Yam
Steven Johnstone	Yam
Mike Sarter	Yam
125 EXPERT	
Jeff McDonald	Yam
125 P.P.	
Cathy Riddle	Yam

Half Mile
395 Cycle Park
Adelanto, Cal.
Jan. 19, 1976

MINI NOV	
Rodney Phelps	Hon
Dean Blankenship	Yam
Joy Beck	Yam
MINI AM-EX	
Thom Lizardo	Yam
Dan Wendt	Hon
125 NOV	
Scott Oliver	Yam
David Cote	RM
Jeff Johnson	Yam
250 NOV	
Randy Schwalenberg	Hon
Carlos Saldivar	Yam
Kent Hayner	Hon
OPEN NOV	
Robert McLaughlin	CZ
Bob Bell	Tri
Steve Stewart	Yam
125 AM	
Jeff Moon	Yam
Greg Johnson	Yam
Terry McCreery	Kaw
250 AM	
Cliff Whetstone	Yam
Craig Roloff	Yam
250 EX	
Richie Volk	Yam
Dave Johnson	Yam
Billy Hicks	Yam
500 AM-EX	
Craig Armstrong	Yam
Earl Roloff	Yam
Dave Lujan	Kaw

I.T.A. Trials
Orange, CA
Jan.11,1976

Expert Class	
Al Roper	Suz
Dale Eppard	Mon
AM	
Oli Thordarson	Yam
David Webster	Yam
NOV	
Mark Webster	Yam
Rick McCabe	Bul
Leonard Sims	Yam
BEG	
Paul Webster	Yam
Scott Zimmer	Suz
Bill Hasenjaeger	Mon

Rio Bravo MX
Houston, Texas
Jan. 18, 1976
By Mark Knowles

MINIBIKE UNDER 12	
Mike Dickey	
Bob Waldron	
Craig Raymond	
MINIBIKE OVER 12	
Billy Grubb	
Mike Dickey	
Darrell White	
POWDER PUFF	
Tina Duncan	
Donna Koch	
Carolyn Kinnard	
100 AMATEUR	
Scott Stephens	
Byron Chism	
125 OVER 30	
Bob Merritt	
Jerry Elrod	
H.E. Griffin	
OPEN OVER 30	
Earl Cherry	
Jerry Darnell	
D.R. Williams	
125 AM A	
Jerry Slaughter	
David Bingham	
Keith Gaffey	
125 AM B	
Linda Barnes	
Jeff Faire	
Jerry Strother	
125 INT	
Mike Holdsworth	
James LaBarba	
Scott Stephens	
125 EXPERT	
Bo Koch	
Mike Wharton	
Barry Duncan	
250 AM A	
Larry Tallas	
Jay LeBlanc	
Donny Guillory	
250 AM B	
Darwin Huckabee	
Wayne Rutherford	
Davie Wisofsky	
250 EXPERT	
Bo Koch	
Greg Howard	
Phillip Yarabrough	
OPEN AM	
Jimmy Ingram	
H.. Griffin	
Blake Haynes	
OPEN EXPERT	
John Tutt	
Randy Hammond	
Bobby Guidry	

D -37 Desert
Trail Senior
January 1, 1976

1. David Doney	3910
2. Dick Kelsey	3460
3. Marlyn Kinney	3270
4. George McClellan	1450
5. Don Dorman	1970
6. Tom Webb	1840
7. Wilbur Eveland	1580
8. Gene Farvour	1580
9. Donald Hoffman	770
10. Fay May	635
11. Dale Dorman	420
12. Wes Anderson, Sr.	330
13. Chuck Hamill, Sr.	320
14. Don Ogilvie	200
15. C.V. Greene	130
16. Don Martin	110

Bicentennial Hillclimb
Orange, Cal.
Jan. 25, 1976
By Ann A. Powell

MINI CLASS	
no class	
100 CLASS	
no class	
125 CLASS	
Tom Turner	Hon
175 CLASS	
Jim Collier	Yam
250 STOCK	
Dick DeRosa	Yam
Jeff Grant	Yam
Ron Powell	Suz
250 MOD	
Wes Evans	Bul
Gary Peterson	Yam
Doug Hall	Bul
360 STOCK	
Clyde Peterson	Yam
Craig Mock	Yam
400 STOCK	
George Tidwell	Yam
Kerry Peterson	Mai
400 MOD	
Kerry Peterson	Mai
Wes Evans	Suz
450 STOCK	
no class	
450 MOD	
Dick De Rosa	Yam
Wes Evans	Suz
500 STOCK	
Carl Collier	Yam
Ken Miller	Tri
Ron Thompson	Yam
650 STOCK	
Neal Mackel	Tri
Bill Correll	Tri
Vince Vinson	Tri
650 MOD	
Dick DeRosa	Yam
Ron Thompson	Yam
Ken Miller	Tri
OPEN CLASS	
Neal Mackel	Tri
Ed Shaver	Tri
Ron Thompson	Yam
TOP ELIMINATOR	
Kerry Peterson	400 Mai

DRA Hare Scrambles
Unofficial Results
Red Mountain, Cal.
February 1, 1976
By Dale Brown

OPEN EX	
Bob Balentine	KTM
Jamie Avels	Yam
Heath Hibbard	Yam
OPEN AM	
Prosperous Shepard	Yam
Chris Kallen	Yam
Pat McEvoy	Yam
OPEN NOV	
Tony Harris	Yam
Paul Ingels	Yam
Dave Mansker	Yam
OPEN BEG	
Ken Renaux	Yam
Gordon Smith	Hus
Russ Dugan	Hus
250 EX	
Tom Brooks	KTM
Jeff Wright	KTM
Tom Schell	Suz
	50 AM
250 AM	
Monty Lee	Bul
Larry Upp	Yam
250 NOV	
Chris Gray	Hus
Ron Richey	Hus
Jeff Cauby	Yam
250 BEG	
Philip Petri	Yam
Gary Ames	Hon
Rick Anderton	Yam
0-200 EX	
Tom Kelly	Yam
0-200 AM	
Dale Anders	Bul
Rick Muller	DMG
George Erl	Yam
0-200 NOV	
Rick Wallace	Suz
Peter Voight	Yam
Ralph Delewis	Hon
0-200 BEG	
Sonny Tohmasoff	YZ
Paul Ford	Yam
Norman Larsen	Yam
SR EX	
Ramon Lowe	Yam
Gus Paull	Yam
Gordon Schmid	Yam
SR AM	
M.S. Doyott	Yam
Don Lockridge	Yam
Bob Midkiff	Yam
SR NOV	
Pete Wallace	Hus
Norm Savage	Yam
Keith Soesbe	Yam
SR BEG	
Leo Kannon	Yam
Glenn Burke	Hon
PP NOV	
Chris Wallace	Suz
JolenePayne	Yam
Winona Richardson	Hus
PP BEG	
Jennifer Wilson	Hon
Amy Von Neida	DKW
Lizzie Broussard	Yam
MINI	
Kelly Kline	Hon
Scott Atchison	Hon

R.A.C.E. MX
Corona, Cal.
Jan. 16, 1976

MINI NOV	
Jay Madore	N
Chas Cummins	N
Ralph Munoz	E
Alan Small	P
MINI SR	
Vinnie DiPadova	P
Mark Kiefer	E
Joe Bueno	N
100 NOV	
Stephen Riggio	N
Roger Paddock	N
Scott Bell	N
100 SR	
Scott Wilkinson	N
Ron Rossetti	P
D. Wooldrige	N
Bill Jones	N
125 NOV	
Jeff Martyn	N
Doug Bean	C
Steve Sparks	P
Rick Allsup	N
125 INT	
Ron Martyn	N
David Bowen	N
Rusty Clarke	P
Ted Albright	E
125 SR	
Dwight Wilkinson	N
Blake Bunnell	P
Chris Anderson	N
175 NOV	
Rick Allsup	N
David Bowen	N
Jim Schneider	P
John Perrault	P
175 INT	
Ron Martyn	N
Jeff Martyn	N
Rusty Clarke	P
175 SR	
Dwight Wilkinson	N
Blake Bunnell	P
Joe Bueno	N
250 NOV	
Bill Schneider	N
Dean Wilkinson	N
Mike Balow	N
250 SR	
Danny Jean	C
Don Snyder	N
Jim Lawson	N
500 NOV	
Bill Schneider	N
Dean Wilkinson	N
Laryy Auck	N
500 SR	
Don Snyder	N
Mark Kiefer	E
Lee Rosenberry	N
SCHOOL SCORE	
North	982
Poly	452
Eisenhower	212
Corona	126
OTHER RIDERS	
MINI CYCLE	
Chris Parker	Hon
Randy Shoaf	Hon
Dirk Sweet	Hon
100 JR	
Brian Haygood	Yam
Eddie Boehm	Hod
Greg Sexton	Suz
125 JR	
Scott Sheedy	Hon
Danny Dial	Hon
David Lester	Hon
OPEN JR	
Dan Bartlett	Yam
Doug Kondus	Suz
Tom Burmeister	Yam

D-38 Scrambles
Oakdale, Cal.
Jan. 18, 1976
By Ann Carr

MINI	
100 EX	
Jim Cunningham	Yam
Randy Haner	Suz
Doug Chandler	Hod
100 JR	
Todd Marshall	Yam
100 NOV	
Danny Ham	Suz
80 EX	
Jim Cunningham	Yam
Tracy Hays	Yam
Doug chanider	Yam
80 JR	
Cory Cantaloupi	Yam
Tom Berry	Yam
80 NOV	
Don Kelso	Hon
Roger Newman	Chap
60 JR/EX	
Todd Marshall	Yam
60 NOV	
Gary Coit	Yam
Jeff Tillery	Hon
MAXIS	
100 NOV	
Ken Forbes	Suz
Doug Carlton	Yam
125 NOV	
Len Goodrich	Hon
Brian Thompson	Yam
Randy Loewen	Yam
125 JR	
Ken Netto	Yam
Randy Martin	Hon
125 EX	
Mitch Davidson	Yam
Roger Harrill	Hon
Larry Hannah	Hon
175 NOV	
Doug Carlton	Yam
George Soares	Yam
250 NOV	
Gene Pringle	Hon
Rick Pappas	Yam
Jay Litle	Mon
250 JR	
Randy Grenig	Bul
Ken Strait	Yam
Stan Slate	KTM
250 EX	
Rick Woods	Suz
Rick Smith	Yam
Dennis Spence	C-A
OPEN NOV	
Randy Bradshaw	Yam
Denzel Nugent	Suz

Rough Scrambles
Chico, Cal.
Jan. 4, 1976
By Donna Fowler

LADIES	
Cheryl Heath	Yam
Pat Upton	Yam
80 MINI	
Jimmy Souza	Yam
Kevin Friedman	Hon
Shannon Horton	Yam
100 MINI	
Wade Wilson	Suz
100 NOV	
Tom Pearson	Suz
125 NOV	
Paul Martin	Hon
Dutch Padgett	Hon
Tom Green	Suz
125 JR	
Rick Lederer	Hon
250 NOV	
Jack Jackson	Kaw
Bob Lentz	Hon
Ken Nickerson	Hon
360 NOV	
Ron Juney	Bul
John Sudberry	Yam
OPEN NOV	
Jack Jackson	Kaw
Kirk Mangan	Kaw
OPEN JR/EX	
Jon Woo	Bul
Dennis Fitze	Yam
Maurice Merrill	Hon

O.T.H.G. MX
Osteen Cycle Park
Pomona, CA
Jan. 25,1976

EX	
Lanky Larry	
Absurd Al	
Gorilla Gary	
AM	
Janitor Jerry	
Retarded Ron	
Limp Larry	
INT	
Diaper Dan	
Sycho Sig	
Dirty Dick	
NOV	
Jingle Jerry	
Jittery John	
Halffast Herb	
BEGINNER	
Bang Bang BoBo	
Weinie Wayne	
Toilet Tom	

CMC Saddleback
Orange, Calif.
Feb. 1, 1976
By Joel Jamieson

MINI EX	
Gary Tomlin	Hon
Eric Stone	MSC
Rick Atkins	Hon
MINI JR	
Bobby Doyle	Yam
Ryan Eide	Yam
Mike Toycen	Yam
100 JR	
Russ Eide	FMF
Bryon Barr	Hon
Mark Cottingham	Suz
125 PRO	
Broc Glover	DG
Davy Carlson	Fra
Bruce McDougal	T&M
125 INT I	
Steve Moore	LBH
Andy Northrup	DG
Mike Raines	MM
125 INT II	
Doug Nicol	FMF
Dave Burgess	Hon
Ritchie Kawana	Hon
125 JR I	
Mike Eddy	Hon
Mike Musson	Hon
Larry Morton	Hon
125 JR II	
Oscar Jackson	Hon
Edward Seeber	Hon
Eric Coffin	Yam
250 PRO	
Marty Moates	Suz
Bill Rubly	Mai
Ron Turner	Suz
250 INT I	
Luc DeLey	Suz
Nicko Mitich	Suz
Steve Blackman	Bul
250 INT II	
Thad Friday	Bul
Jim Carlson	Suz
Alex Collins	Suz
250 JR I	
Jeff Heigl	Yam
Mike Godfrey	Kaw
Rick Lucas	Suz
250 JR II	
Dave Raymond	CZ
Don Snyder	Suz
Adiran Hernandez	Suz
500 PRO	
Bill Rubly	Mai
Luke Messer	Mai
Mark Popel	Suz
500 INT	
Dave Maas	Suz
Rick Larson	Mai
Jeff Clark	CZ
500 JR	
Ken Feulner	Mai
Richard Guthridge	Mai
Jim Berry	Yam

AMC MX
Carlsbad, Calif.
Feb. 1, 1976
By Mike Yada

500 PRO	
Wayne Boyer	CZ
Mark Blackwell	Suz
Steve Montague	Mai
250 PRO	
Scott Miller	Mai
Drew Nelson	Suz
Chuck Rouse	Hus
125 PRO	
Gerald Stewart	Yam
Larry Ripley	Hon
Bryan Myerscough	Yam
500 INT	
Dick Smallwood	Yam
Elmer Kruza	Hus
Rick McFarlane	Suz
250 INT	
Mike Sole	Kaw
David Brinton	CZ
Jeff Lewey	Suz
125 INT	
Kenny Schaelchlin	Hon
Corki More	Suz
500 JR	
Charles Ball	Yam
Glenn Gibbons	Bul
Milt Shaddan	Bul
250 JR	
Mike Krugh	Mai
Mike Rupenacht	Bul
Bryan Drum	Suz
125 JR	
Randy Carter	Kaw
Kyle Jacobson	Suz
Stan Wain	Yam
500 BEG	
Eric Gustavson	Suz
Carl Brown	Mai
Mark Allen	Yam
250 BEG	
Danny Fowler	Bul
Greg Grandon	Hon
Dale Fearce	Bul
125 BEG	
Scott Anderson	Yam
Mark Ebert	Hon
Arthur Shoji	Hon
MINI EX	
Jeff Ward	Hon
Bryan Antonacci	Yam
Dan Trant	Hon
MINI INT	
PHil Wilkins	Yam
100 INT	
Malcom McCassey	Suz
MINI JR	
Kenny Campbell	Yam
100 BEG	
Tommy Higgins	Suz
MINI BEG	
John Krugh	Hon

CRC MX
Valencia, Cal.
Jan. 18, 1976
By Mary Majerle

MINI BEG	
Dave Halverson	
Ronny McKerman	
Craig Hoshijima	
MINI NOV	
Tom Malone	
Les Toffel	
Kenny Spiker	
MINI INT	
David Baker	
Sue Wiechberg	
Butch Roberts	
MINI EX	
Dean Cates	
Rex Smith, Jr.	
100 BEG	
Bob Harlan	
Greg Murrieta	
Ricky Colosimo	
100 NOV	
Roger Gauvin	
125 BEG -16	
Eric Graves	
David Lynch	
Doug Spiker	
125 BEG DIV II	
Jim Braido	
Bob Vasichek	
Ray Fahringer	
125 BEG DIV II	
Mark Marszalok	
Chuck Kibbee	
Dave Blankenship	
125 NOV	
Ron Shafer	
Jeff Johnson	
Doug Buller	
125 INT	
Bobby Burns	
Tim Locy	
Gary Scheidler	
250 INT	
Rich Titus	
Greg Draskovich	
Stuart Silicato	
100 INT	
Mark Antes	
Steve Jones	
100 EX	
Mike Shoemaker	
125 EX	
Robert Hannah	
Ken Zahrt	
Rick Burgett	
OPEN EX	
Dave Haugh	
Bill Payne	
Steve Marusic	
VETS 125	
Gene Rich	
Ed Scheidler	
Barrie Hansen	
250 VETS OPEN	
Gary Cole	
Norb Brown	
John Wilson, Jr.	
250 BEG	
George Madaris	
Mike Antes	
Cory Sawyer	
250 NOV	
Tim Scully	
Mike Cook	
Steve Richard	
OPEN BEG	
Tom Shinn	
Bryan Ames	
John Walker	
OPEN NOV	
Steve Kelso	
Carl Steward	
Dave Thornberry	

S.R.A.C.
Motocross Division
Point Standings
1975

1. Jack Todd	642
2. Arlo Englund	625
3. Gary Glasenapp	598
4. Albert Firestine	531
5. Bob Moore	463
6. Wayne Sturm	438
7. Dick Dostal	402
8. Mike Meyer	401
9. Tom Rust	397
10. Shane Cannon	378
11. Gary Duncan	372
12. Hubert Betzen	360
13. Stacy Smith	353
14. Dave Stermer	342
15. Mike Loeffler	352
16. Lee Leatherman	317
17. Bill Ferneyhough	313
18. Mark Corbett	198
19. Joe Kantola	252
20. Jeff Adams	246
21. Rick McGaha	218
22. Terry Thompson	210
23. Steve Elgard	204

RESULTS

AMC MX
Irvine, Cal.
Jan.21, 1976
By Joel Jamieson

MINI EX
Bryon Anlonacci Yam
Bryan Jorden FMF
Steve Shippy Yam
MINI INT
Tony Gomez Mon
Randy Moss Yam
MINI JR
Mike Brown Yam
Debe Cates Mon
Chris Larker Hon
MINI BEG
Hoxei Kent Yam
Bobby Doyle Hon
100 EX
Gregg Toyama FMF
Pete Hillbrecht Hon
Tim Murphy Hon
100 JR
Mike Vasquez Hon
Alex Cruz Hon
Gary Goessling Suz
100 BEG
Mike Nichols Suz
125 PRO
Scot Clifton T&M
Marty Miller Mono
125 INT
Mike Raines Mono
Pat Delligata Hon
Greg Barrett Hon
125 JR
Glenn Page Hon
Danny VanAuken Hon
Mike Bamer Yam
125 BEG I
Jeff Doolen Hon
Phil Carter Hon
Dan Payne Hon
125 BEG II
Greg Patterson Hon
Bruce Young Hon
Russ Kriuchuk Hon
250 PRO
Tom Cross Suz
Mark Marriott Suz
Lanie Mason Suz
250 INT
Rocky Caswell Suz
StephenPigage Yam
Danny Jan Yam
250 JR
Dan Vivier Hus
Kenny Meeks Suz
Tom Conrad Mai
250 BEG
Davy Johnston Yam
Eddie Meeks Suz
Gary Schrudder Hon
500 PRO
Tom Mayfield Mai
500 INT
Bell Smith Suz
Mike Patehen Bul
Harry Williams Suz
500 JR
Marvin Olson Mai
500 BEG
Jeff Jauzer Bul
Joe Madrigal,Jr. Suz
Randy McBride CZ

Escape Country MX
Trabuco Cyn., Cal
Jan. 24, 1976

SUPER MINI 1st DAY
Mike Paulino Hon
Keven Colwell Hon
SUPER MINI BEG
Russ Elliott Yam
Chip Vogel Yam
SUPER MINI NOV
Gary Gofroth Yam
SUPER MINI INT
Chris Morey Yam
100 BEG
Jim Cantu Hon
100 NOV
Kenny Morgan Suz
125 1st DAY
Chris Fries Yam
Bill Dent Yam
Rob Shyke Suz
125 BEG
Bobby Crook Hon
Walt Harbach Mon
Scott Kincaid Hon
125 NOV
Alan Tomota Hon
Jim Rice Hon
Bob Blair Yam
250 1st DAY
Bob Schalip Mai
Ron Jones Yam
250 BEG
Eddie Meeks Suz
250 NOV
Kenny Meeks Suz
J.J. Hudson Suz
Gary Gonzales Mai
OPEN 1st DAY
Steve Cashen Hus
OPEN NOV
Jeff O'Brien CZ
OPEN EX
Brad Smith Suz

Escape Country MX
Trabuco Cyn., Cal.
Jan. 25, 1976

SUPER MINI 1st DAY
Richard Sauds Yam
Richard Rimlinger Kaw
SUPER MINI BEG
Gary Wagner Yam
Jeff Eary Hon
David Lopez Hon
SUPER MINI NOV
Dede Cates MM
Gary Goforth Yam
SUPER MINI INT
Mike Brown Yam
Eddie Glover JH
SUPER MINI EX
Randy Ross Yam
SUPER MINI PRO
(no trophy)
Bryon Anatonacci Yam
Bryan Jordan YZ
Dean Cates Man
100 1st DAY
Jeff Greenlee Yam
100 BEG
Mark Wiedeman Yam
100 NOV
Don Germain Yam
100 INT
Byron Barr Hon
100 EX
Broc Glover Hon
Gregg Toyama FMF
Tim Murphy Hon
125 1st DAY
Joe Crozer Hon
Tedd McCowan Yam
Chris Fisher Hon
125 BEG
Mark AdamsonrYam
Tim Collister Hon
Mike Crawford Hon
125 NOV
Rick Zamora Yam
Eddie Drake Hon
Alan Tomota Hon
127 INT
Dave Dickenson Hon
Karl Smith BC
Paul Ivie Yam
125 EX
Broc Glover D&G
Bruce McDougal Hon
Marty Moates Suz
250 1st DAY
Steve Zamora Yam
D. Kriser Yam
250 BEG
David Beard Hon
Eddie Meeks Suz
Mitchell Harryman Yam
250 NOV
Rick Taylor Yam
John Layne CA
Kenny Meeks Suz
250 INT
Danny Jean Yam
Rocky Caswell Suz
Russ Stark Suz
250 EX
Gary Ogden Suz
Bill Rubly Mai
Robert Elliott Suz
OPEN BEG
Don Henderson Kaw
Scott Beck Yam
OPEN NOV
Mark Emmerson Suz
Dan Delehant Hus
Craig Dale Car
OPEN INT
Robert Goodwin Kaw
Greg McDowell Yam
OPEN EX
Bill Rubly Mai
Jon Derhammer Mai
Robert Elliott Suz

T.T.
395 Cycle Park
Adelanto, Cal.
Jan. 19,1976

MINI NOV
Dan Lizardo Yam
Rodney Phelps Hob
Dean Blake Yam
MINI A/X
Thom Lizardo Yam
Dan Wendt Hon
125 NOV
Scott Oliver Yam
Jeff Johnson Yam
Rick Blankenship Kaw
250 NOV
Randy Schwalenberg Hon
Hugh Miller Hon
Jack Clark Yam
OPEN NOV
Robert McLaughlin CZ
Bob Bell Tri
Steve Stewart Yam
125 AM EX
Jeff Moon Yam
Greg Johnson Yam
Chick Bittle Suz
250 AM
Cliff Whetstone Yam
Craig Roloff Yam
Scott Thurlow Hon
250 EX
Richie Volk Yam
Steve Scott Bul
Billy Hicks Yam
500 AM EX
Earl Roloff Yam
Tim Melancon YZ
Craig Armstrong Yam
OPEN EX
Earl Roloff Yam
Mike Laney Yam
Steve Miller Yam
T.T. SWEEPS
Dylan Niehart Yam
Earl Roloff Yam
Scott Oliver Yam

B .O.S.S. CMC MX
Marysville, Cal.
Jan. 18,1976
By Sallee Hilton

MINI NOV
Curt Anselmo Yam
Tim Rosenberg Yam
Greg Vlahos Yam
MINI EX
Steve Vlahos Yam
100 NOV
Glenn Rosenberg Suz
Rodney Saling Suz
Kent Booth Hon
POWDER PUFF
Nancy Davidge Kaw
Vicki DeVaughn Yam
125 NOV DIV 1
Raymond Spore Yam
Jay Schroeder Hon
Leon Ellis Hon
125 NOV DIV 2
Scott Allen Suz
Floyd Ertel Yam
Gayland Hon
125 NOV DIV 3
James Needham Suz
Bill Richina Suz
Pat O'Donnell Suz
250 NOV
Jack Jackson Kaw
Art Stapleton Suz
Danny Lawson Hus
OPEN NOV
Jack Jackson Kaw
Gary Wada Yam
Jeff Anselmo Yam
VET NOV
James Hughes Hus
VET INT
Jim Viahos Bul
125 INT
Dave Coupe Yam
Rich Paris Hon
Scott Johnson Hon
OPEN INT
George Cheatham Yam
Al Hall Hon
Eric McKenna Hon
125 EX
Robert Norton Hon
Al Hall Hon
Eric McKenna Hon
250 EXP
Pat Richter Hon
Allen Berluti Hus
Arnold Plant Suz
OPEN EX
Pat Richter CZ
Bert Noble KTM
Ken Sisler CZ

CMC MX
Puyallup, Wash.
Jan. 25, 1976
By Sue Sykes

MINI A
Phil Larson Hon
Ken New Yam
Eric Eaton Yam
MIN B
Dawane Smith Yam
Kevin Wolf Yam
Tim Hale Hon
100 A
Sam Raphael Suz
100 B
Brad Hall Suz
Ken Ohlson Suz
Jeff Pugh Suz
100 C
Rick Maxwell Suz
Bob Dawson Suz
Brad Dahlquist
125 PRO
Mitch Simmons Yam
Tom Bevvart Hon
George Gardner Hon
125 B
Doug Lawrence Yam
Duane Marker Yam
Duane Bowen Hon
125 C
James Karch Suz
Scott Bergren Suz
Jim Anderson Yam
250 PRO
Ron Pomeroy Bul
Dan Brown Bul
Brian Hall Suz
250 B
Robert Powers Bul
Mike Hurlbert Mon
Bob White Yam
OPEN PRO
Larry McKenzie Yam
Chuck Sun Hus
Mark Gregson Kaw
OPEN B
Jeff Birkestol Hus
Lon Irwin Yam
Eric Olsen Yam

Arlie Hutsell-Shawn Smith Memorial-Benefit MX
Lake Whitney Cycle Ranch
Jan. 11,1976
By D.H. Neilsen

JR MINIBIKE
Jimmy Booth Yam
Mark Jobe Yam
David Langley Yam
SR MINIBIKE
Derek Wedding Yam
Gary Graham Yam
Tony Nielsen Hon
OVER 30
L.D. Riddle Hus
Bill Girard Yam
Jack Jeter Mai
100 NOV
Eddy Pate Yam
David Greenhill Pen
Gary Harrison Yam
125 NOV, DIV.I
Craig Adams Yam
Mike Scarbrough Yam
David Banton Hon
125 NOV, DIV.II
Steve Mulholland Hon
Rick Wofford Suz
Kirk Spencer Yam
125 INT
Mike Athens Hon
David Jones Hon
Bruce Hallmark Hon
125 EXPERT
Mike Hullett Suz
Dicky Turnbo Yam
Mel Newman Suz
250 NOV
Marty Luther Yam
Joe Harrison Yam
Perry Pittman Oss
250 INT
Charles Wiese Yam
Dennis Bishop Bul
Dana Wright Pen
250 EXPERT
Jeff Kring Yam
Darrell Hollingshead Hus
John Reynolds Suz
OPEN INT
Andrew Cooksey Mai
John Williamson Yam
Randy Jones Bul
OPEN EXPERT
Ricky Kidd Hus
Bobby Pickard Pen
Nat Segovia Hus

R.A.C.E. MX
Corona, CA
Jan.24,1976
By The Tube

HIGH SCHOOL
MINI CYCLES
Bill Jewett Nor
Randy Shoaff Blm
Richard Soria LS
100 NOV
Jerry Sutton NV
Wally Thompson LS
Gus Centeno Nor
100 SR
David Jones LS
Jim Ball Nor
Alan Hickman NV
125 NOV
Bart Onasch LS
Steve Walthall Nor
Jill McIllrath Nor
125 SR
Randy McIntyre Nor
Jim Walthall Nor
Bill Jewett Nor
175 SR
Randy McIntyre Nor
Jim Walthall Nor
175 NOV
L.C. Bishop Nor
Don Walls Nor
Ken Ammerman Ont
250 NOV

Pete Pozworski LS
David Kent Nor
Mike Prchal Nor
250 SR
Randy Hayes Nor
Arlis Kellogg NV
Kevin Nemire NV
500 NOV
Don Marshall Nor
Jon Bilotta Nor
Bill Murray NV
500 SR
Randy Hayes Nor
Arlis Kellogg NV
Mitch Payton Nor
SCHOOL SCORES
1st. - NORCO 578
2nd. - N.V. 346
3rd. - L.S. 174
4th. - BLM 73
5th. - ONT 70
NO SHOW- Yuc.
NON-H.S.
MINI CYCLES
Chris Gables Yam
Michael Specchio Yam
Ray Soria Hon
125 JR
Danny Demuth Yam
Rick Allsup Yam
Scott Johnson Suz
125 BEG
Tom Kukol ISuz
Mark Sanchez Suz
Joe Specchio Yam
500 BEG
Jay Slee CZ
Mike Rhode CZ
500 INT
Don Snyder Suz
Jeff Moore Mai
NON H.S.
MINI CYCLES
Donny Berry Yam
Chris Parker Hon
Robert Satnik Yam
100 JR
Keith Booher Suz
Mike Magri Hon
Mike Taylor Yam
125 JR
Tom Stivason Suz
Keith Williamson Yam
Dale Tanke Yam
125 INT
Ben Weisweaver Suz
Mark Lester Hon
David Dieterle Yam
OPEN JR
Willie Nash Suz
Nelson Carb Kaw

R .A.C.E. MX
Corona, CA
Jan. 23, 1976
By The Tube

HIGH SCHOOL
MINI CYCLES
Rick Orlando PS
Clyde Wilson Chi.
Rod Hetrick PS
POWDER PUFF
Michele Williams PS
Cheryl Moore Rub
Kim Richey Rub
100 NOV
Greg Sexton Chi
Rod Hetrick PS
Wm. Nielsen Chi
100 INT
Keith Hughes Rub
Rick Orlando PS
Harold Miller Rub
125 NOV
Richard Labarge Mon
Bill Bryant PS
Chris Wright Mon
125 INT
Andy Northrup Chi

TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

Dirt Diggers, Hopetown race trophies, can be picked up by calling Vic Rudder evenings (213) 391-7603. (4/3x)

Desert Vipers M.C. Hare Scrambles. Pick up at Desert M.C. race Jan. 25. Phone (714) 842-3092. (3)

Last chance for trophies, D.C.M.C. European Scrambles, pick-up at AAA Bultaco or call: (714) 835-7821. (3/3x)

Mike Dickherber PS
Jim Henessy PS
125 SR
Terry Bockelman Chi
Robin Richey Rub
Sam Davis Rub
175 NOV
Bill BryantPS
Don Davis Rub
Mike Burnett Rub
175 INT
Bryon Holdren Chi
Tom Kimmet Rub
David Rendell Rub
175 SR
Robin Richey Rub
Sam Davis Rub
250 NOV
David Haagsma Chi
Alex Mares Rub
Mike Severin Mon
250 SR
Richard Harris Chi
Tom Kantzalis Mon
Tom McMichael PS
500 SR
David Camp Mont
David Haagsma Chi
Doug Vanderhoek Chi
SCHOOL SCORES
1st. - RUB. 483
2nd. - CHI. 422
3rd. - PS. 305
4th. - MC. 137
NO SHOW CHA

Las Vegas MX
Williams Raceway
Las Vegas, Nev.
Jan. 25, 1976

OVER 30-40
Erwin Golden Suz
Bob Johns Hus
John VanHoove Mai
MINI BEG
Guy Bork Ste
Hugo Ramos Yam
Bruce O'Neal Hon
MINI NOV
Charlie Walsh YZ
Steve Perry Hon
Nino Butterowe YZ
MINI EX
Joey Dee YZ
Donnie Toti YZ
MINI AM
Rick Herbert YZ
Jeff Bzoskie YZ
Joe Aguiliera YZ
100 AM EX
Jay Thom LMS
Doug Williams RM
Tiny Scriven Yam
100 NOV
Cal Wachtel Suz
John Dvorak Suz
Victor Browning Yam
125 NOV
Virgil O'Neal,Jr. RM
James Werkmeister RM
Duane Woitysiak Hon
125 EX
Glen Munyan D&G
Bill Seifman FMF
125 AM
Mark Causey Hon
Ken Kersey Hon
Tom Bzoskie Mono
250 AM
Tony Cobb Suz
Kelly Downing Suz
250 NOV
Don Fisher Mai
Karl Butler Mon
Brian Mallory Suz
500
Rick Biddle Suz
Jean C. Buffington Yam
Joe Plascencia RM

Frozen Foot Unthawed
Pyramid Lake, Nev.
Jan. 18, 1976
By Moto Depo

MOTO DEPO
Bryon Frenya KTM
125 AM
Phil Smith Hus
125 NOV
Tom Jepson Hon
Ed Curran Suz
MichaelBrown Suz
250 EX
R. Buttner Yam
M. Cole Hus
250 AM
D. Blevins Hus
250 NOV
Tony Evans KTM
L. Sutton
L. Fatheree Bul
OPEN EX
R. Buttner Yam
OPEN AM
H. Wilson Bul
G. Gabbert Suz
OPEN NOV
S. Miles Pen
R. Baglin Bul
R. Henniger Hus
OLD TIMERS
Gabby Gabbert Suz
Jerome White Hus
MINI EX 80
R. Stinnet
MINI NOV 80
J. Mickey
J. Miles
100 MINI
C. Hodges

CRC MX
Osteen's Cycle Park
Jan. 25. 1976

MINI BEG
Mike Bronson Hon
Brian Ward Hon
Ronald Jacobs Hon
100 NOV
Erick McWilliams Suz
Rich Moebe Yam
WOMENS DIV.
Myriam Rodriguez Suz
Lady Rotten Suz
Peggy Silva Hus
MINI INT
David Baker Yam
Shan Anderson Yam
MINI NOV
Kevin Bowman Hon
Shep Bielec Yam
Tony Barbacovi Hon
MINI EXPERTS
Kevin Bowman Hon
Les Toffel Yam
Scott Phillips
100 BEG
Larry Ford Hon
Chris Lucas Hon
Henry Quecuel Yam
125 BEG -16
Jim McIntosh Hon
David Baker Yam
Jeff Jones Hon
125 BEG
Keith Ehlers Hon
Dave Melendrez Hon
Bob Vasichek Hon
125 NOV
Chuck Warren Yam
David Wilson Yam
Steve Ackerson Yam
OPEN NOV
Mic Rodgers Kaw
Ken Bowlin CZ
Ron Wean Suz
250 NOV
Chris Harris Yam
Steve Richard Suz
John Wilson,Jr. Yam
250 BEG
Lance Tubbs Hon
Greg Bedford Hon
Randy Douglass Yam
OPEN BEG
Keith Wisegarner Suz
125 EXPERT
John Atwood Yam
Clint Carman Hon
Michael Jacobs Suz
125 INT
Garry Scheidler Yam
Bob Brommer Yam
Garry Bowden Hon
250 OPEN VETS
John Wilson Yam
Dave Turnquist C-A
Bob Pickett Yam
100-125 VETS
Gene Rich Suz
Jess McIntosh Yam
Bill Burnhart Yam
250 INT
Bill Fancher Hon
Rick Montoya Bul
Mike Harnacker M-V
OPEN INT
Randy Polzin Mai
David Aleman Suz
Kent Lathringer Mai
OPEN EXPERT
Jack Hazard Suz
Greg Done Yam
Noel Woolard Suz
250 EXP
Tim Battenschlag Mai
Ron Tebbs Yam
Jim Hoober Suz

Ponca City MX
Ponca City, OK
January II, 1976
By Jack Har

MINIBIKE
Wroyce Johnson
Tracy Smith
David Hunt
100
Rick Pence
Steve Weathers
Luther VanBox
125 NOV
Tom Bryant
Gene Barabasz
Drue Brandenburg
125 AM
Craig Johnson
Clif Grider
Mark Dennison
250 NOV
Craig McMillan
Jerry Carter
John Faukner
250 AM
Mike Williams
Ty Bowers
Jim Meek
OPEN NOV
Lloyd Patterson
Glen Hoffman
Rex Lierly
OPEN AM
Jerry Fanning
Louis Moffat
Ken Cole
125 EXPERT
Chuck Cooper
Randy Parrish
Gary Bowman
250 EXPERT
Trey Jorski
Rodney Rein
Truitt Rogers
OPEN EXPERT
Trey Jorski
Chuck Cooper
Tony McGugan
Tommy Abbitt

Political lifeline

Green Stickie money: Taxation without representation?

That has a thrilling ring, doesn't it? "Taxation without representation" – something to really go to war for. As it applies to the California "Green Stickie" program, the phrase is true only insofar as the state's dirt riders allow it to remain true. To understand why, you must first understand what happens to your $15 fee, where it goes, how it's divided up, who administers its use. Table I summarizes the ORV funding picture in California, but it doesn't really get at the "why" and "how" of it all. At first, it seems unnecessarily complex. Why even break the money up three ways? And most of all, how do you, the taxpayer (it is, after all, a tax; regardless of what it might be called officially) get to have a say in how it's spent?

Right off, the Department of Motor Vehicles (DMV) gets a third of it to adminster the registration end of it; and as far as you are concerned, that money has disappeared. It will be used as the DMV sees fit, and the only way to know if you're getting $5 worth from DMV is to ask your state legislator to check into it.

The second portion, $4, is administered by the state Controller (head financial officer) as an in-lieu property tax on your vehicle. All things considered, we get off easy. A property tax could have gone into the general fund, to disappear again; and the way property is valued, it could be more than $4 for the pricey machinery many of us favor. As it is, the law requires that it be spent in certain ways by the cities and counties which are allowed to tap the fund.

Unfortunately, all too many localities simply use their share to pay cops to chase bikes; and there it ends. Your recourse as a citizen has to be through your local city council/county board, whatever. In cases where the locality is alleged to have illegally dumped their in-lieu tax money into the general fund, it will probably take legal action against that particular governing body to set things right. Although the SoCal desert riders have finally gotten a legal task force together, few rider groups at the grass roots have the kind of horsepower to take on their local authorities in the legal arena. Result – a kind of Mexican standoff in which the politicos can continue to do as they please with your bread.

The remaining $6, augmented by fines and in-lieu gas taxes, goes to the California Department of Parks and Recreation; and it is this portion, so far, that is most likely to be spent directly in the dirt biker/taxpayer's interest. It is through the department's associated Recreational Trails Committee that you, the rider, have the greatest opportunity for direct citizen input to the system.

Here's how it works. The Committee is a citizen's panel appointed by the Governor to advise the Director of Parks and Recreation. They meet on a monthly basis throughout the state, listening to public comments and deliberating in public on the recommendations they'll make to the Director.

A case in point was the January 15 meeting to consider reclassifying 2000 acres of Anza-Borrego Desert State Park to recreational use. This, in turn, was needed to pave the way for purchase of 11,000 acres around Ocotillo Wells for an ORV recreation area that would serve as a gateway to still more BLM and U.S. Forest Service land. With apparently very good representation from San Diego County's CORVAC, they decided to recommend favorably on the reclassification, ask for a go-ahead on the Ocotillo Wells project, and in addition, ask that a citizen's advisory group of ORV people be formed to guide the local Area Director in developing the property. The final decision is now up to State Director, Herbert Rhodes.

The next meeting of the committee is February 26 in Sacramento. Call Parks & Recreation at (916) 445-1370 for exact time, place, and agenda. Being at these meetings as an ordinay citizen is one way to get representation, but there's yet another.

The seven members of the committee serve at the pleasure of the Governor, and are picked to represent seven geographical areas of the state. It was generally hoped that the membership would be a balance of motorized and non-motorized trail user interests. Of the seven current members, three are known to have a positive interest in ORV recreation. They are: Richard Brown, 13842 Alden Grove, Sylmar 91342, Ph: (213) 747-6471, representing L.A., Kern and Kings county areas; Ralph Goodson, 1800 Ave. of the Stars, Suite 1425, Los Angeles 90067, Ph: (213) 277-6133 representing San Diego, Riverside, Imperial, San Berdoo areas; and Doug Thamer, 35 La Rancheria Rd., Carmel Valley 93924, Ph: (408) 659-3381 representing the North Coast area. None of these folks can work in a vacuum, so if you have specific information that will help open green stickie land, or if you have a specific problem, don't be afraid to share it.

Finally, you can have some influence on the appointments themselves, since the members are subject to constant review by the Governor. If you know a concerned, active, public-spirited rider-citizen capable of serving on such a committee, take the time to write a letter submitting his/her name to the Governor's Appointments Secretary, Dr. Mellon, State Capitol, Sacramento, CA 95814. Give good reasons why your nominee is qualified and, who knows – your letter might be the one that clinches it.

Meanwhile, what have they done without you?

A surprising lot, really. Pismo Dunes and Hollister Hills are open as state projects. The Ocotillo Wells project is in work and has $2.2 million appropriated by the legislature. The search goes on for a state project in or near the Los Angeles area, but department spokesmen freely admit that nothing will move on it until next fiscal year, when the latest round of money is doled out. They may have something to announce by October.

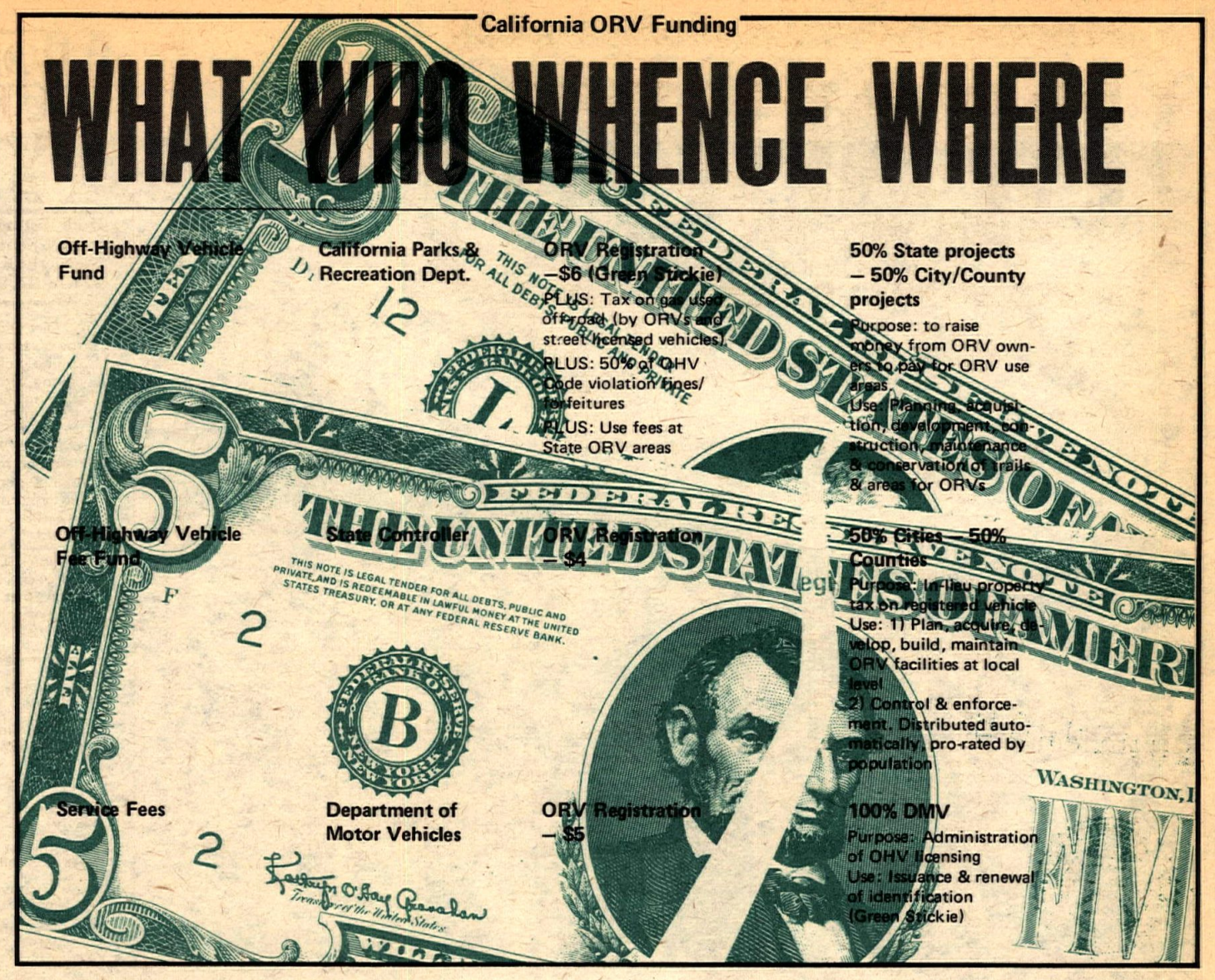
On the local front, the department puts up 75% of a project's cost against the remainder which is generated locally. So far, in terms of money and acreage, the following areas have gotten their cut: Marysville ($60,000; 20 acres), Davis ($20,000; minibike area), Sacramento County-McGill OHV Park ($292,500; 435 acres), Stanislaus County/La Grange ORV Park ($75,000; 110 acres), Tulare ($88,500; 20 acres), Baldwin Park/Delta MX Park ($131,250; 17 acres with 1¼ mile MX track); Long Beach/Honda Haven ($18,750; 8.5 acre minibike park), Sacramento County/McGill expansion ($304,425; 611.8 acres), Orange County/Olinda ($225,000; convert landfill to ORV park), L.A. County/Whittier Narrows Minibike Park ($58,322; 12 acres), San Jose ($225,000 for multi-use ORV track).

Over $1.4 million committed for local use was transferred back to statewide programming because not enough applications came in from locatlities. This means that many city and county authorities simply have not been willing to do the homework needed to get the funding. Nor is lack of money for planning an excuse, for that is exactly what the Controller-administered in-lieu tax fund (your $4) is meant for. It will take you, the rider/citizen meeting them head-on to get them off the dime.

From the beginning of the program through October 1975, the fund has taken in just over $5.9 million and spent just over $5.7 million. That represents about 25 percent participation by off-road bikers. The other 75%, we well know, distrusts the state, is waiting to see a return on the money, and/or feels it's an outright ripoff. As far as actual return, the state and the riders are locked in a quid-pro-quo situation, saying "We'll buy the land if you buy the stickies" . . . "No, we'll buy the stickies if you buy the land." Deadlock.

The key to unlocking the deadlock is representation. To get it, use the channels described already; and if that's not enough it's high time you started making some noise about it.

California ORV Funding



HAPPENINGS

BLM – WYOMING
ROCK SPRINGS DISTRICT MULTIPLE USE ADVISORY BOARD

Meeting 9 a.m., February 25 at BLM Dist. Office, Rock Springs, Wyoming. Organizational meeting of new board, open to public with opportunity for oral or written comment. To make oral statement, inform Dist. Mgr., BLM, Box 1869, Rock Springs, Wyoming 82901 in writing by Feb. 16. Info call (307) 362-6613.

BLM – UTAH
ARIZONA STRIP DIST. ADVISORY BOARD

Meeting February 19 at 9 a.m., Four Season Motor Inn, 747 E. St. George Blvd., St. George, Utah. Open to public, written statements only.

BLM – IDAHO
STATE MULTIPLE USE ADVISORY BOARD

Meeting Feb. 20-21 Rodeway Inn, Owyhee Rm., Boise, Idaho. Open to public with time avail. 4:30 to 5:30 p.m. Feb. 20 for oral statements. Notify State Director (912), BLM, 550 West Fort St., Boise, Idaho 83724. Info call (208) 342-2711 ext. 2291.

BLM – OREGON
MEDFORD DISTRICT ADVISORY BOARD

Meeting 1 p.m., February 10, Red Lion Inn, 200 North Riverside, Medford, Oregon. Open to public with some time available for oral statements. Written comments to Dist. Manager, BLM. 310 W. Sixth St., Medford, OR 976011.

Search for the Great American Motorcycle

PHOTOS BY LANE CAMPBELL

At Vetter's works, you need a program to tell the boss from the troops. That's Craig on the right. His plant looks a bit like a work-commune, runs like slightly disheveled clockwork, and turns out a quality product at a profit. What more can you say?

Day 4: Craig Vetter: *Keeping the dream alive*

By Lane Campbell

Rantoul, Illinois is about 30 miles south of Champaign/Urbana, home of the University of Illinois and a righteous little downtown collegiate enclave. (I highly recommend Grunt's Pizza). The way lies over dead straight road on ground so flat that Craig Vetter had to build an artificial hill to practice hang gliding.

Ground like this is good for two things: growing tall corn and laying out relatively low-cost industrial buildings. There's a bit of both on the Vetter acreage east of Rantoul. A good ol' dog lounges precariously on the balcony ledge atop Building One where Craig Vetter lives/works/plans in a relaxed/rustic studio. Craig himself, comfortable in jeans and G.I. jacket, is in a highly animated state on this morning, deeply involved in planning the further growth of the company he has built from scratch.

The Vetter fairing company started in an old white frame farmhouse in 1967, back when nobody wanted fairings. As Craig taught himself the business, he began to learn why. The major hassle, from both a producer's and a dealer's standpoint, was that it took too many different fairing designs to fit all available motorcycles; creating a production and inventory nightmare for anybody trying to cover the market. He learned this the hard way, even while he

was expanding in spite of the problems, progressing through the Series 1000 and Phantom fairings and moving the operation into an old food locker plant. He knew he had to do something new, starting from scratch.

When he hit on it, the solution was brilliant. All bikes are essentially the same from the bottom of the gas tank upward; so the solution was one upper-body fairing and about 40 hardware-mounting brackets to cover the motorcycle spectrum. It was one short step from this realization to the concept of the phenomenally successful and heavily imitated Windjammer series of fairings.

Almost immediately, the business outgrew the locker plant. In 1972, Craig moved the whole operation out to its present location and constructed one pre-fab building after another as the sales volume continued to balloon. He'd already made his mark as a brilliant innovator, but he wasn't about to stop and rest.

For one thing, he was quick to become dissatisfied with fiberglass as a fairing material. The stuff is subject to age-embrittlement, fatigue cracking, and besides the production molds, themselves made from fiberglass, tend to warp over a period of time, playing regular hell with quality control. But that's not all.

"We're still not sure about the environmental effects of fiberglass. I put my workers in air helmets and watercooled suits to be damn sure they weren't exposed to any harmful effects, even though the equipment was clumsy and slowed us down." He was doing this well before it was common knowledge that asbestos fibers and other industrial residues could cause cancer. This man is more than just an entrepreneur.

So he started looking for the ideal fairing material and found "a certain grade of ABS" — a strong, impact resistant thermoforming plastic that had been offered to the auto industry as an alternative to steel in car bodies. Once again he'd made a brilliant breakthrough, and the result was an environmentally clean, high volume, high quality production process. The fairing shells, inners and outers, are vacuum molded from sheets of ABS on a rotary four-station automatic machine. One station is for loading/unloading of the parts, one is for heating the sheets to forming temperature, the next is for vacuum drawing the softened sheet into a permanent mold, then the part is aircooled. The molds themselves, a closely-guarded Vetter trade secret, can be quick-changed between production runs of a given molding.

But what about the GAM?

Vetter's company is still officially a fairing manufacturer and a distributor of Rickman chassis and Carillo lights. But Craig himself has eyes on the horizon and an unquestioned desire to put his personal stamp on a complete motorcycle that will be as innovative as anything he's ever done. Thus it was no accident that he took on the Rickman line, as much to learn the secrets of high speed handling as to make money, or that he would create the Terraplane sidecar "as a warmup project."

"I knew inevitably I'd do the sidecar . . . in fact, I made the original sketch of it on an old copy of Cycle News." He went directly from clay model to prototype and burst it on the world at last year's trade shows "only to be embarrassed that we didn't have the resources to produce it . . . " But he had made his point, in dramatic fashion. Sidehack design will never be the same again.

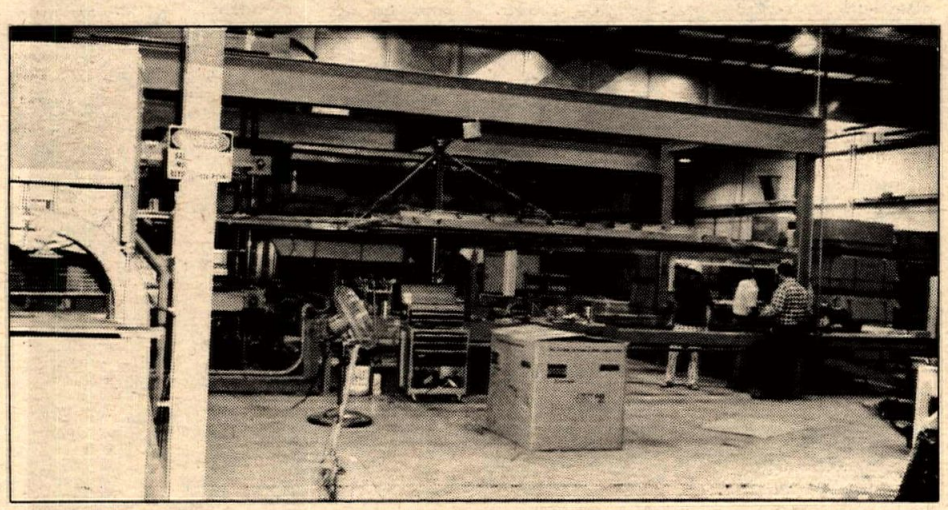
In stubbing his toe on the sidecar, however, Craig discovered how giant a step it is from being able to make one product exceptionally well to assembling an entire machine. He's begun to draw the pieces together even as he expands the fairing line and increases his capital assets, but as he puts it, "We're still an engine away" from a complete motorcycle.

This was a natural time to mention Kennedy and his engine. Vetter said then, "I hope there's an area of common interest. I've talked with Kennedy and I think he's on the right track." They're still talking as this is written.

So Vetter's ambitions rest at a low idle as he continues to build his financial base. "It's just a matter of expanding to be large enough to handle it (the GAM). Don't count us out . . . When we do it, it won't be orthodox at all . . . I've got parts, I've got a factory, I'm the boss. No one can tell me not to do it."

That's a heavy list of reasons why. So why not? ●

This concludes the factory tour series based on Campbell's trip East, but it's far from the end of the story. At this writing CN is aware of an outfit that's planning to assemble choppers around surplus Yamaha TX750 engines; and Ken Maely is expected to spring a complete new speedway bike on an expectant world sometime early this year. If this factfinding tour proved anything, it's how deep seated is the desire on the part of producers and riders alike to see a dynamic American motorcycle industry come to be — and with it, the Great American Motorcycle.



(Below) The Vetter complex was once a cornfield. Craig's hang gliding practice hill is out of view in the back forty. (Above) This heavy-duty looking machine is what molds fairing shells from ABS plastic. The secret part is where you can't see it.

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CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

February 4

NORTHWEST PRO INDOOR ST CHAMPIONSHIP
Seattle Center Coliseum, Seattle Wash. Tech. 2 pm, gate opens 2 pm, prac. 6 pm. Race 8. $1500 purse. 1st race of 3 race series with $6000 total purse. Rider entry info: 503/285-7060, other info: 206/631-1550.

JUBILEE NATL ENDURO TROPHYPRESENTATION
Miraloma Inn, 3291 Mira Loma Ave., Anaheim, Calif. 8:00 pm. Checkpoint MC. 714/998-0393.

February 5

NORTHWEST PRO INDOOR ST CHAMPIONSHIP
Portland Memorial Coliseum, Portland, Ore. $3000 purse, Tech 2 pm. Gate opens & time trials start 6 pm, race 8. Second of 3 race series. Rider entry info 503/285-7060, other 206/631-1550.

February 6

NORTHWEST PRO INDOOR ST CHAMPIONSHIP
Benton Cty Short Track, Corvallis, Ore. $1000 purse. Third of 3 race series. Tech 2 pm. Gates open & time trials start 6 pm, race 8. Rider entry info: 503/285-7060. Others 206/631-1550.

D-36 SEMI PRO INDOOR ST
Sonoma Cty. Fairgrounds. Exposition Bldg., Santa Rosa, CA. All classes + minis. $4 entry, 100% p.b. to Ex. Quiet bikes only, class C traction. Sign up 4-6 pm, prac 5-7, race 8 pm. 916/777-6409 or 408/438-3210.

February 6-7-8

SCORE PARKER 400
Bluewater Marina, 1½ mi. N of Parker, Ariz. Feb. 6 tech; Feb. 7 race; Feb. 8 award. SCORE International, 2701 E. Anaheim, Wilmington, Calif. 90744

RIDE ON BREAKFAST
Outpost Cafe, I-15 at Hwy. 395. Egg-sausage-hotcake-coffee, $1. 50¢ donated to Desert Defense Fund. 4 am-noon. Wear your club shirt or vest. 714/244-6313.

February 7

D-36 ROUGH SCRAMBLES
Lodi Cycle [illegible] Lodi, Calif. [illegible] or Arm[illegible] off 99. St. [illegible] Entry $3.50 + $2. [illegible] 2nd bike. $2.50 watch. Sign up 8-10 am, prac. 9-10:30. 209/368-7182.

POSTPONED 'TIL FEB. 15

MINI SUPERBOWL OF MX
Palm Spring High School Football Stadium, Palm Springs, Calif. Starts 10 am. Palm Spgs. HS invites North High of Riverside to compete in their mini superbowl. 714/328-3462, after 6 pm.

February 8

UEA RIDE ON ENDURO
Anderson Dry Lake. Limed from Lucerne, CA. Benefit for Desert Defense Fund. Mail entry $9.50, -16 $7.50. Two & three man teams add $1 per rider. Post entry $11.50 (all). 2 SASE to UEA, 1443 S. Pine St., Fullerton, CA 92633. 714/871-9677 or 213&431-2481.
Family Enduro

AMA ROUGH SCRAM.
Pioneer Arena, Oakdale, CA. S on Pioneer off Hwy. 120 btwn. Oakdale & Escalon. Ex. $3.50 at gate + $2.50 signup. 100% p.b. to Ex. + $25 cash each Ex. class. Others $3.50 ride + $1.50 2nd bike. Sign up 7:30-10:30 am. Race noon. 209/869-1457.

D-36 MOTOCROSS SEMI PROS
Marysville, Calif. Under the E St. Bridge. Sign up 7 am, prac. 8-9, race 9:30. All classes. Ex. $15/Nov/Am $7. Feather River MC. 916/742-8281.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. Gate opens 7 am, race 9. Entry $8/Ex $15. CMC cd. reg. 100% p.b. to Ex. 30% trophies. Sil. req. 415/634-3328, 634-2086.

D-37 MOTOCROSS
Valley Cycle Park, Moorpark, Calif. 9 am start. Entry $6. Ex/Am, women & hacks sign up 7 am, prac. 8, race 9. Nov sign up 10, race after Ex. No minis. No D-37 cd., $2 extra. Dirt Bike Promotions. 714/560-0426.

D-36 WINTER SCRAMBLES
Fremont Raceway, Fremont, [illegible] Open traction [illegible] classes + mins. $4 [illegible] watch. Open 8 am, prac. 9, race 11. 415/327-4461.

POSTPONED

B.O.S.S. CMC SEMI PRO MX
Argyll Park, Hwy. 113-12 mi. S of Dixon, Ca. Nov. sign in 7 am-race 9; Ex/Int sign in noon-race 1:30. Entry $8/$15. 30% trop. 100% p.b. + 10% High Pt. Fund. All classes. 916/635-5240.

AME MOTOCROSS
Indian Dunes, Valencia, Calif. Gate open 7 am, prac. 8, race 9. Etnry $7 mail, $10 post; Pros $12 mail, $15 post. $4000 med. cov. Mail entry by Fri. before race. AME PO BOX 1421, Reseda, Calif. 91335. 213/881-5778.

CRC MX
DeAnza Cycle Park, Sunnymead, Cal. All classes. 30% trop. Cash to Ex. Free camping. Gate open 7 am, race 9:30. $10 Ex., $6 sptsmn., non memb. add $2. 213/830-7519.

LAS VEGAS TEAM MX CHAMPIONSHIPS
Williams Raceway, Las Vegas, Nev. All classes. Pick your team, witch bikes or riders. One hr. 15 min. motos. Entry $16 per team. 702/734-6703.

HILLCLIMB
DeAnza Cycle Park. 10 mi. E of Riverside, Ca. on Hwy. 60 — take Theodore offramp. Sign up 7-9 am. Entry $6, gate $3, $2 spec. Sil. & Kill swit. req. Super Hill, Stk & Mod classes. 714/653-5840, 653-2633.

D-37 MOTOCROSS
Valley Cycle Park, Moorpark, Calif. Start 9 am. Entry $5. Ex/Am/Women, sign up 7 am. Nov sign up 10, race noon. No minis, No cd, $2 extra. Steak sandwiches by George. Dirt Bike Promotions. (714) 560-0426.

SRA RIVERSIDE GP
Riverside Rcwy., Riverside, CA. 65-mile races. All classes, camping OK. 20% trophies and pins. Entries from SRA, PO Box 3882, Torrance, CA. 90501. 213/320-1015.

ELECTRO UNLIMITED MX SERIES
Escape Country, Trabuco Cyn., Calif. Expert series race all-size cc, same class. Entry $6. $1000 cash first prize. 714/586-7964.

D-37 H & H TEAM RACE
Trona Rd., limed from Red Mtn., Calif. Start 9 am. $10 entry (D-37 memb. $8) Cash p.b. to first overall; first in class. Trop. pins. 714/638-5277.

MOTOCROSS
Medford MX Park. Kirtland Rd., White City, Ore. All classes Mini thru Open, Kids/Jr/Sr. for Amateurs. 125/250/Open Pro classes 100 p.b. Prac. 8:45 am, race 10:30. 503/772-4680.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Ca. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry $7 J/I mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, Ca. 92626.

AMC SADDLEBACK
Saddleback [illegible] k, Orange, CA. [illegible] n 7:30 am [illegible] mail entr[illegible] st. $2 ext. [illegible] mb. $3000 ride [illegible] cov. 30% brass same day. 100% Ex. p.b. 714-581-2778.

AMC SADDLEBACK $1000 Purse

SCTA ATA TRIALS
Soledad Sands. Hwy. 14 to Crown Valley Rd. turn-off near Acton, Calif. Sign up 8 am, ride 9:30. 714/828-6705.

CMC MOTOCROSS
Dunlap Cycle Park. 35 mi. E from Fresno, Calif. on Hwy. 180, turn on Dunlap Rd., 4 mi. to track. Start 9 am. Entry $6 mail/$8 post. Pros $10 mail/$12 post. Free camping. 30% trophies, 100% p.b. to Pros. Dan Green, 2250 E. McKinley, Fresno, Calif. 209/233-1834.

CMC SEMI PRO ROUGH SCRAMBLES
Stockton Fairgrounds, Stockton, Calif. Btwn. I-5 & Hwy. 99 on Charter Wy. Start 11 am. Entry $5 Ex. pay $5 at gate & $10 at sign up. 100% p.b. B&M Promotions. 209/463-2338.

CENTRAL

MOTOCROSS
3 mi. N of Abilene, Texas on 277-well marked with signs. Start 12:30 pm. Entry $5 Jr./$8 Sr. Trop. Cash for Sr. 915/672-3286.

February 13

D-36 SEMI PRO INDOOR ST
Sonoma Cty. Fairgrounds. Exposition Bldg., Santa Rosa, CA. All classes + minis. $4 entry, 100% p.b. to Ex. Quiet bikes only, class C traction. Sign up 4-6 pm, prac 5-7, race 8 pm. 916/777-6409 or 408/438-3210.

February 13-14-15

21st ANNUAL SAN BERDO CUSTOM CAR ROD & MC SHOW
National Orange Showgrounds, San Bernardino, Calif. Sponsored by Tyrants, Inc. of Redlands. 213/588-1934.

February 15

MOTOCROSS
Franklin-On Territorial Rd. just out of Eugene, Ore. Prac. 11 am, race 12. Entry $4. Sign in 10:30-11:30. Emerald Racing Assn. 503/688-1274.

26th ANNUAL MOOSE RUN
Limed from Red Mtn. to Trona Rd. Start 10 am. Figure eight H&H with a Kiddie race on Sat. noon. Four Aces MC. 213/368-4646.

URA MOTOCROSS
Valley Cycle Park, Moorpark, Calif. All classes inc. minis & PP. Gate open 7 am, prac. 8, race 9. Ex. 100% p.b. 30% Sptsmn. brass. $3000 med. 213/277-4711.

D-36 ROUGH SCRAMBLES
Lodi Cycle Bowl, Lodi, Calif. Sign up 8:30-9:30 am, prac. 9:30-10:30 am, race 11. Entry $5, extra bike $1, spec. $1. No semi-pro p.b. All classes. Lodi MC. 209/368-7182.

50 MI CROSS COUNTRY
Archer MC Park, Wichita Falls, Texas. Sign up 11 am, race i pm. Entry $6. S on Hwy. 281, 7 mi. out of Wichita Falls. Red River Enduro Assoc. 817/855-5354.

CYCLE WORLD MX RANCH
Downtown Bullhead City, Az. on the Colo. River. 1-1/3 GP course. Entry $6 sptsmn., $15 Pro. 100% p.b. Memb. req. $1 extra non-memb. Gate open 7 am - 9:30, race 10 am. (AZ time) Free camping. 602/757-8303.

D-36 SAWMILL ENDURO
Upper Lake, CA. C.C. Camp. Entry $8.50, 3 man team $3, name change $2. Entry closes midnight Feb. 8. 3 SASE to North Bay MC, 415 Davis St., Santa Rosa, CA 95401. 707/795-3561, 528-3842, 823-5391.

SOBOBA INDIAN GP
Limit 400 riders. Entry $20, post $35 (if available). Only official Soboba MX entry blanks accept. Mail to Soboba MC, 22815 Camino Los Banos, San Jacinto, CA 92383. 714/925-2607.

26th ANNUAL HIGH MTN. ENDURO
20 mi. E of Santa Margarita, CA on Hwy. 58. Mail entry $8 (close Feb. 1), team entry $1 per rider (3 riders per team). Limited to 500. AMA memb. req. 2 SASE to Cal Poly Penguins MC, Cal Poly A.S.I., Box 111, San Luis Obispo, CA 93401. 805/544-9229, 544-4026. Bikes must be street legal.

DRA TEAM RACE
Limed from Lucerne Valley, Calif. to Soggy Dry Lake area. 6x25 mi. Start 9:30 am. Pts. Fin. pins, 20% trop. $3000 med. $200 1st Team Overall; $100 2nd; $100 1st Nov. Team Overall; $50 1st Sr. Team. 714/373-4647.

D-38 MOTOCROSS
Carlsbad Raceway, Carlsbad, Calif. 9 am start. Entry $6. Ex/Am, women, hacks race am, Nov. sign up 10 am, race after Ex. No minis. No. D-37 cd., $2 extra. Dirt Bike Promotions. 714/560-0426..

SRA CALICO ENDURO
Randsburg Mojave Rd., near Randsburg, Calif. Girls & C016 go 23 mi. on Sat. rest 65 mi. on Sun. 20% trophies & pins both days. For entries call 213/320-1015.

MOTOCROSS
Edwards AFB, Calif. Antelope Valley Fwy to Rosamond. Rosamond Blvd. to Edwwards. Corner Fobes & Lancaster Ave. Sign up 7-8:30 am, race 9. Entry $6. Watch free. No Pro class. Same day brass. Desert Wheels MC. 805/258-4250.

CRC MX
Indian Dunes, Valencia, Cal. (Intl cse). All classes. 30% trop., s.d. Cash to Ex. Gate open 7 am, prac. 8 am, race 9:30. $10 Ex., $6 sptsmn. Non memb. add $2. $3000 med. 213/830-7519.

AFM ROAD RACE
Ontario Motor Spdwy., Ontario, Calif. I-10 to Haven exit. Gate open 7:30 am, prac. 9, first race 12:30 pm. Pre-entry $15, post $17. No lic. sold at track. $200 purse for 250cc GP ($100, $65, $35); two other money races (one prod., one GP) drawn from hat. Call for info or lic. app. 213/921-5667.

D-36 MOTOCROSS
Plymouth Rcwy, Cal., from Hwy. 50 Sacto — take Hwy. 16 E to Plymouth. From Placerville I-5, take Hwy. 49 E to Plymouth. Gate open 6 am, race 9. Entry $8/$15, $3 watch. 100% p.b. to Ex SVS, PO Box 221, Sutter Creek, Cal. 95685. 916/961-1211.

CMC SEMI PRO FLAT TRACK
Stockton, Calif. San Joaquin Cty. Fairground. Expert entry $15. 100% p.b. 209/463-2338.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign up 9 am, shcool 10 am, competition 12. $5 club memb-$7 non-memb. Free school for memb-$2 non-memb. ITA, PO Box 2155, Orange, CA 92669.

CMC SADDLEBACK
Saddleback Park, Orange, Ca. Gate open 7:30, sign up 'til 8:30, race 9. Entry Jr/Int $7 mail, $10 post. Pro $12 mail, $15 post. CMC lic. req'd. $3000 rid. med. ins. CMC, PO Box 1402, Costa Mesa, Ca. 92626. 714/557-3323, M-F. 10am-3pm.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. Gate opens 7 am, race 9. Entry $8/Ex $15. CMC cd. reg. 100% p.b. to Ex. 30% trophies. Sil. req. 415/634-3328, 634-2086.

AMC MOTOCROSS
Rawhide Cycle Ranch, Elsinore, Calif. Gate open 7 am, prac. 8-9, race 9:30. No mail entry. $7/$12 post. $2 extra non-memb. $3000 rider med. ins. 30% brass, 100% Ex. pb. 714/581-2778.

B.O.S.S. CMC SEMI PRO MX
Sacto. OHV Park (Formerly McGills) off Hwy. 50 in Rancho Cordova, Calif. Sunrise Blvd. to White Rock, follow signs to track 7 mi. Nov. sign up 7 am, race 9; Ex/Int sign up 12 noon, race 1:30 pm. Entry $8, Pro $15. 100% p.b. to Pros + 10% Pro fund. 30% trop. All classes inc. minis. 916/635-5240.

SIERRA P.I.T.S. TRIALS
Coalinga, Calif. I-5 to Hwy. 198, W on 198 to Gale Ave., R on Gale, R on Derrick, L on Los Gatos Rd. to trials. Gate fee $2.50 per bike spec. free. Free camping. Good Beginners trial. Start 10 am. Entry $3 memb., $4 non-memb. 209/935-0544, 935-1008.

CMC VALENTINES DAY MARATHON
Argyll Park, Dixon, Calif. 11 mi. S of Dixon St. Hwy. 113. Sign up 7 am. Entry $8 Sptsmn, $15 Ex/Pro. 2 man marathon. 30% trophies, 100% p.b. Pros. 916/678-3592, 678-9903.

D-37 MOTOCROSS
Elsinore Rcwy., 1 mi. E of Intersection of Hwy. 71 & 74 in Elsinore, Calif. Sign up 7 am, prac. 8, race 9:30. Entry $6. Free camping, non-memb. pay $2 extra. Same day brass. 714/689-6114.

CMC MOTOCROSS
Lake Madera, Madera, Calif. Take Cleveland exit off Hwy. 99, then follow signs to Lake Madera. Prac. 8 am, race 9:30. Entry $7/$10 Ex. 100% p.b. to Ex. Explorer Post 305. 209/674-4042.

PMA MOTOCROSS
Knob Hill Ranch, Pescadero, Calif. Sign up 8-9:30 am, race 10. All classes & minis. 100% Pro p.b. Entry $5 memb/non-memb. $5 mail, $10 post. 25% trop. $150 contin. for Jr/Sr. classes. 3 mi. E of Hwy. 1 on Pescadero Rd. Knob Hill Ranch, PO Box 540, Pescadero, CA. 94060.

D-38 SEMI PRO
HARE SCRAMBLES
1 mi. W of Plaster City — Old Hwy. 80. I-8 to Octotillo turnoff or I-W to Dunaway turnoff. Follow arrows. Start 9:01 am. Entry $6, post $8. Drawing Feb. 9 for start post. at Mr. G's Pizza, El Cajon Shopping Center on Magnolia St. $600 Semi Pro purse. Chick Dimond, 1277-A Cuyamaca St., El Cajon, Calif. 92020. 714/448-2131 or 448-5300, 444-7829.

CENTRAL

TARANTULA 100 CROSS COUNTRY RACE
Alamogordo, NM. 20 mi. S on Hwy 54. Entry rec. by Feb. 8. $1000 guar. Ex. purse. Rider meet 8 am, race 9. Prairie Dawg MC, PO Box 1192, Alamogordo, N.M. 88310. 505/437-0330, 437-0745, 437-4150.

February 20

D-36 SEMI PRO
INDOOR ST
Sonoma Cty. Fairgrounds. Exposition Bldg., Santa Rosa, CA. All classes + minis. $4 entry, 100% p.b. to Ex. Quiet bikes only, class C traction. Sign up 4-6 pm, prac 5-7, race 8 pm. 916/777-6409 or 408/438-3210.

AME NIGHT
MOTOCROSS
Indian Dunes, Valencia, Calif. Sign up 6-7 pm, prac. 7, race 8. Sptsmn. entry $5, Pros $10. 100% p.b. Post entry only. $4000 med. cov. AME, PO Box 1421, Reseda, Calif. 91335. 213/881-5778.

February 22

MOTOCROSS
Medford MX Park. Kirtland Rd., White City, Ore. All classes Mini thru Open, Kids/Jr/Sr. for Amateurs. 125/250/Open Pro classes 100 p.b. Prac. 8:45 am, race 10:30. 503/772-4680.

MOUNTAIN HIGH MX
34 mi. NE of Fresno, CA. N on Hwy. 41, signs posted from North Fork turnoff. CMC sanction. Signup 6:30-9 am, prac. 9, race 9:30. 100% p.b. to Pros. Entry $6 mail, $8 post, $15 Ex. Mail entry to PO Box 464, Bass Lake, CA 93604. 209/291-8793.

AMA ROUGH SCRAM.
Pioneer Arena, Oakdale, CA. S on Pioneer off Hwy. 120 btwn. Oakdale & Escalon. Ex. $3.50 at gate + $2.50 signup. 100% p.b. to Ex. + $25 cash each Ex. class. Others $3.50 ride + $1.50 2nd bike. Sign up 7:30-10:30 am. Race noon. 209/869-1457.

D-37 MX
Rawhide Cycle Park, Elsinore, Cal. 2039 min motos. $6 entry. Sign up 7 am, prac. 8, race 9. Double Crossers MC. 714/642-3084.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, race 9. J/I entry $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be rec. by Fri. am before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

AMC SADDLEBACK
Saddleback Park, Irvine, CA. Gate open 7:30 am, race 9. No mail entry. $7/$12 post. $2 extra non-memb. $3000 rider med. cov. 30% brass same day. 100% Ex. p.b. 714/581-2778.

B.O.S.S. CMC
SEMI PRO MX
Argull Park, Dixon, Calif. Hwy. 113-13 mi. S of Dixon. Nov. sign up 7 am, race 9 am. Ex/Int sign up 12 noon, race 1:30 pm. Pros $500 guar or 100% p.b. + 10% to Pro fund. 30% brass. All classes. 916/635-5240.

CRC 4 WHEEL
ENDURO
Cal City, Calif. 50 easy mi. Any 4 wheel vehicle can enter. Fun, easy course designed for Beginning off-road driver. 714/689-6114 or 685-7505.

D-38 EUROPEAN
SCRAMBLES
Prison Hill, Carson City, Nev. Limed S of town on US 395. Entry $8. Start-125cc 9-10:30 am, Old Timers & PP-11-12; 250s-12:30-2 pm; Open 2:30-4 pm. 702/882-2555.

MOUNTAIN HIGH MX
34 mi. NE of Fresno, Calif. N on Hwy. 41, signs posted from North Fork turnoff. CMC sanc. Sign up 6:30-9 am, prac. 9, race 9:30. 100% p.b. to Pros. Entry $6 mail, $8 post, $15 Ex. PO Box 464, Bass Lake, CA 93604. 209/291-8793.

CMC SEMI PRO
ROUGH SCRAMBLES
Stockton Fairgrounds, Stockton, Calif. Btwn. I-5 & Hwy. 99 on Charter Wy. Start 11 am. Entry $5 Ex. pay $5 at gate & $10 at sign up. 100% p.b. B&M Promotions. 209/463-2338.

ATA TRIAL
Reche Cyn. area. Take Riverside Fwy. to Washington off-ramp. SE to Reche Cyn. Rd., turn R-approx. 9 mi. to trials area. $2 gate fee, $3 entry. No camping fee. Beginners welcome. Sign up 9 am, riders meet 10. Orange Cty. Trialers. 714/830-1937.

HARE SCRAMBLES
Knob Hill Ranch, Pescadero, Calif. 3 mi. E of Hwy. 1 on Pescadero Rd. All sign ups close at 9:15 am. Jr/Sr entry $6 mail, $12 post; Pros $9 mail/$12 post; Minis $3. $200 Pro purse; 25% trophies. Knob Hill Ranch, PO Box 540, Pescadero, Calif. 94060.

AME MOTOCROSS
Indian Dunes, Valencia, Calif. Gate open 7 am, prac. 8, race 9. Etnry $7 mail, $10 post; Pros $12 mail, $15 post. $4000 med. cov. Mail entry by Fri. before race. AME PO BOX 1421, Reseda, Calif. 91335. 213/881-5778.

MOTOCROSS
Snipes Park (5th & Hamner) Norco, Calif. Regis. 12 noon, race 1 pm. Entry $4.50. 0-125cc. Beginner & Nov. 714/735-3900, ext. 18.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. Gate opens 7 am, race 9. Entry $8/Ex $15. CMC cd. reg. 100% p.b. to Ex. 30% trophies. Sil. req. 415/634-3328, 634-2086.

CMC SEMI PRO
ROUGH SCRAMBLES
Stockton, Calif. San Joaquin Cty. Fairgrounds. Ex. entry $15. 100% p.b. 209/463-2338.

MOUNTAIN HIGH MX
34 mi. NE of Fresno, CA. N on Hwy. 41, signs posted from North Fork turnoff. CMC sanction. Signup 6:30-9 am, prac. 9, race 9:30. 100% p.b. to Pros. Entry $6 mail, $8 post, $15 Ex. Mail entry to PO Box 464, Bass Lake, CA 93604. 209/291-8793.

February 23

SCRA & FMF HARE
PIE SCRAMBLES
Harbor City, Calif. S on Harbor Fwy. to Pac. Coast Hwy., head E to Bellporte then S to 259th St. Must RSVP to race your mini-cycle. Start 8:15 am. Mail $5, post $25. Pro Williams, 1418 W. 259th St., Harbor City, Calif. 213/530-4656.

February 27

D-36 SEMI PRO
INDOOR ST
Sonoma Cty. Fairgrounds. Exposition Bldg., Santa Rosa, CA. All classes + minis. $4 entry, 100% p.b. to Ex. Quiet bikes only, class C traction. Sign up 4-6 pm, prac 5-7, race 8 pm. 916/777-6409 or 408/438-3210.

Don't take a hike
Ride your bike.

Perris Racetrack
Every Sunday
January 4 thru February 22
Gates open 6 am. Practice 9 am
1st Race 10:15 am
TT – Scrambles – Short Track
30% Trophies
8 week high point series
info: 714-925-2871 after 6 pm

SADDLEBACK
Saturday Moto-cross
$3,000 Medical Insurance
3-20 minute motos-Jrs. & Beg.
2-40 minute motos-Int. & Pros.
Feb. 7—MX using long course (same as Trans AMA Series)
Feb. 14—Motocross
Feb. 21—MX course run backwards
Feb. 28—Motocross and "Swap Meet"
Gate opens 7:30, Practice 8:00, Race 9:00, Finished by 2:30
Beg., Jrs., Int., $8.00, Pros. $13.00
No membership or mail entry required.
24 hr Info call 714/830-8010

CRC Race Schedule 213-830-7519
Feb. 8—DeAnza Cycle Park
Feb. 15—Indian Dunes (Int'l. Track)
Feb. 22—DeAnza Cycle Park
Feb. 29—Osteen Cycle Park

Now! GET IN ON THE DIRT BIKE CRAZE ...
GIVE YOUR STREET TIRES THE LOOK OF POWER.
PORTA-KNOBS
• SNAP ON • POLYSTYRENE REPLICAS. SPECIFY: METZLER, BARUM, DUNLOP.
41-0198 .....PAIR $2.98

CIGAR LIGHTER
FOR ALL MOTORCYCLES
POPOUT LIGHTER MOUNTS ON HANDLE-BAR. POLISHED, TRIPLE CHROME PLATED UNIVERSAL BRACKET. HOOKUP WIRE INC. SPECIFY 6 OR 12 VOLT SYSTEM.
13-5286 $4.50
T.Z. WHIPPY & CO. (14)

INDIAN DUNES PARK
600 acres – hills, streams, sand
Family riding 7 days – 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000

Motocross Sunday, Feb. 8
Free instructions
by John Rice & Larry Bird
Elsinore Raceway
Gate $1 Children 50¢ Ride $4
714-826-2386/674-5383

What ever you have to sell — Cycle News want ads can sell it

Leap Year Grand Prix CoronaRaceway Sunday, Feb 29

District 37 Motocross
Rawhide Cycle Ranch
by the Double Crossers M.C.
Sunday, Feb. 22
714-642-3084

ESCAPE COUNTRY
$1000 Expert Purse (all Classes) Feb. 22
Plus the Electro Unlimited Series of Motocross
714-586-7964

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look – so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

REGULARLY SCHEDULED EVENTS

This section has been split into two parts (West and Central) to reflect the merger of Cycle News Central with the West paper. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events," "West," or "Central." Events will automatically appear each week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

Dirt Diggers M.C. 5th Annual
Red Garter National Enduro
Sunday March 21
125 miles in the majestic Los Padres Nat'l. Forest
AMA & Dist. 37 Points
marked from Hwy. 166 & Hwy. 33 near Maricopa
A – B – C riders Entries open Feb. 9 close Mar. 5. Limited Entry. $10.50 per rider (includes $1 for Dist. 37 legal defense fund). $1 extra team member. Enduro street legal.
Send any standard entry form & 2 S.A.S.E. to:
D.D.M.C.
4601 W. Imperial, Inglewood, CA 90304
info: 213-673-0306 eve

Ride With The Best
Continental Moto-Sport Club
1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9
ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
CMC LICENSE REQUIRED $8.00 PER YEAR
$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!
CMC Box 1402
Costa Mesa, Ca. 92626
(714) 557-3323 MON-FRI 10am-3pm

Race with AME
1st Sunday—Valley Cycle Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 8:00-9:00 First event 9:30
2nd & 4th Sunday—Indian Dunes Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 7:30-8:30 First event 9:00
Beg, Jr, Int $7 Mail, $10 Post, Pros $12 Mail, $15 Post.
AME License required—$7 per year
$4000 MEDICAL INSURANCE
SANCTION AVAILABLE
A.M.E., PO Box 1421
Reseda, CA 91335 213-881-5778

Every Wednesday Night MX
O.C.I.R.

Let's show the world that motorcycle riders are No. 1

RACE SCHEDULE
Feb. 8 – Saddleback
Feb. 15 – Rawhide
Feb. 22 – Saddleback
Feb. 29 – No Race
INFO 714-581-2778

Feb. 8 $1,000 Purse MX
Saddleback Park
714-581-2778

WEST

Motocross

CANYON RACEWAY
Phoenix, Ariz. Black Cyn. Fwy. N to Carefree Hwy. L to Lake Pleasant Rd. 602/992-0359. Every Sunday.

CARSLBAD RCWY
Carlsbad, Calif. 714/729-3492. Husqvarna 2nd & 4rth Saturdays.

CORONA RACEWAY
Corona, Calif. R.A.C.E. MX. 714/689-1913, 735-1705. Every Friday night (HSMX), Every Saturday.

CYCLE WORLD RANCH
Downtown Bullhead City, Ariz. on the Colorado River. 602/757-8303. Every 1st & 3rd Sunday.

DeANZA PARK
E of Riverside, Calif. on Hwy. 60, take Theodore exit. 714/653-2633, 735-1301. Every Saturday.

ELSINORE RACEWAY
Lake Elsinore, Calif. Hwy. 71 at Lugonia Ave. 714/826-2386, 674-5383. Every Sunday.

ESCAPE COUNTRY MX
Trabuco Cyn., Ca. San Diego Fwy to El Toro exit, E 13 mi. 714/586-7964. Every Sunday. Every Saturday.

EUGENE MX
Eugene, Ore. I-5 to 125 W in Eugene to Danebo. 11th & Danebo in Eugene. 503/344-0140. Every Sunday.

FLY-N-RACWAY
Thermal, Calif. 6 mi. S from Indio, take Airport Rd. to track. 714/328-4512. 1st & 3rd Sundays. AME MX.

IRWINDALE RACEWAY
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

LIVE OAK RCWY
9 mi. N of Yuba City, Calif. on Hwy. 99-signs to track from stop light. Live Oak Racing Assoc. 916/673-1090, 673-7767. Every Saturday.

ORANGE CTY. INT. RCWY.
Irvine, Calif. AMC Nite MX. 714/581-2778. Every Wednesday.

RAWHIDE CYCLE RANCH
Elsinore, Cal. 2 mi. E of Hwy. 71 on Hwy. 74. 213/928-4552. Every Sunday.

SADDLEBACK PARK
Irvine, Calif. S.A.M. 714/830-8010. Every Saturday.

SUNNYVALE PAL MX
Sunnyvale, Calif. U.S. 101 to Hwy. 237 to Caribbean Way, to track. 408/253-5497. CMC every 4th Sunday.

395 CYCLE PARK
Adelanto, Calif. On Hwy. 395. 714/246-6109. Every 2nd & 4th Sunday.

VALLEY CYCLE PARK
Hwy. 23 & Tierra Rejada Rd. S of Moorpark, Calif. 805/529-9546. Every Sunday.

Dirt Track

ELSINORE RACEWAY
Lake Elsinore, Calif. Hwy 71 at Lugonia Ave. Night TT. 714/826-2386, 674-5383. Every Saturday night.

CYCLE LAND SPDWY
14 mi. S of Chico, Ca. on 99 E. 916/342-9302, 342-4216. Rough Scrambles every Sunday.

PERRIS RACEWAY
Perris, Ca. Btwn. Hwy. 395 & Hwy. 71 on Hwy. 74. 714/925-2871. TT & ST every Sunday.

395 CYCLE PARK
Adelanto, Calif., Hwy. 395. 714/246-6109. TT & HM 1st & 3rd Sundays.

Meetings

M.O.R.E.
Orange Cty. Chapter. OCMC Clubhouse: Trask & Newhope St., Graden Grove, Ca. 714/542-8964. 1st & 3rd Tuesdays.

M.O.R.E.
San Fernando Chapter: 1523 Fifth St., San Fernando, Ca. 213/361-8530. 2nd & 4th Tuesdays.

CENTRAL

Motocross

ARMADILLO MOTOPARK
Irving, Texas. County Line Rd. S from Hwy 183. Track 2 mi. on R. 214/252-7864. Every 2nd Sunday Pro-Am. Every 4th Sunday Jr/int.

AUSTIN MX PARK
Austin, Tx. Pro-Am. 512/451-2326. Every 1st, 3rd & 5th Sunday.

BIG CREEK PARK
Near Lake Summerville, Tx., next to Big Creek Marina. 713/822-9430. Every 2nd & 4th Sunday.

BIG DIG
Albuquerque, N.M. Broadway to Los Piarcos Rd. S, turn L cross bridge & turn L to Albuq. Drag. 1 mi. past Drag. 505/298-7013. First Sunday.

BLOOD, SWEAT & GEARS INC.
Stillwater, Okla. I-35 to Stillwater, exit (Hwy. 51), E 4 mi., then 2.5 mi. 405/336-5173. Nights. Every 1st & 3rd Sunday.

CENTEX MX PARK
Cameron, Tx. 4 mi. W of Cameron on Hwy. 36 & 190 towards Temple. Pro-Am. 817/697-2835. D-20. Every 1st & 3rd Sunday.

COAL CREEK RCWY
Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. 303/443-0825. 2nd Sunday.

DAVIS
Davis, OK., 3 mi. S of Davis on Hwy. 77, or ½ mi. N of I-35 on Hwy. 77. 405/369-2117. Every 2nd & 4th Sunday.

DENTON VALLEY MX
From Dallas, Tx., take I-35 S to Loop 288 exit, W till light. N on McKinney Rd. past Mayhill to track. 817/382-1607. Every 2nd & 4th Sunday.

INDIAN TERRITORY RCWY
Prague, Okla. 5 mi. N of Prague on Hwy. 99-then 2 mi. W & ½ mi. N. 405/567-2241. 1st & 3rd Sunday.

K & R PAULS VLY
Exit-I-35 at Paoli, Okla., 4 mi. E, follow signs. Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

LAKE WHITNEY CYCLE RANCH
Lake Whitney, Texas. I-35 to Hillsboro, W on Hwy. 22, about 15 mi. to FR 2960. Left 3 mi. 817/694-2901. Every 4th Sunday.

LONG ACRES
12 mi. W of Mannford, Okla. on old Hwy. 51. 918/865-4028. Every other Sunday.

LONGVIEW TX
I-20 past Kilgore, Tx., exit FM 2087 R, first house on R. 214/663-0011. Every 4th Sunday.

MOSIER VALLEY MX PARK
Euless, Texas. Hwy. 157 N from Dallas-Ft. Worth Tpk. (I-20) 5 mi. L on Mosier Valley Rd. to track. Pro-Am. 817/267-9153 or 277-9917. Every 1st, 3rd & 5th Sunday.

OAK HILL
Between Alvord & Decatur, Tx. on Hwy. 287-81. Exit at Mt. Zion Rd. 817/427-2663. Every 2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tx. 3 mi. E of Lufkin on Hwy. 103. Pro-Am. 713/634-3122. First Sunday.

OAK TREE MX PARK
1 mi. off Hwy. 35 on FM 46, Danbury, Texas. 713/849-4461 or 922-1145. AMA Every 2nd & 4th Sunday.

PARADISE VALLEY MX PARK
Alvarado, Tx. 3 mi. S of Alvarado on I-35 W, Greenfield & Varnsville, exit 2 mi. E follow signs. Pro-Am. 214/330-8606. Every second Sunday.

RIO BRAVO PARK
Houston, Texas. 713/991-3230 or 458-0090. Every 2nd, 4th & 5th Sunday.

RUSK MX PARK
3 mi. NE of Rusk, Texas, on FM 768. 214/683-2811 days, 683-4750 eves. Every 4th Saturday.

SAN ANGELO TX
S on Hwy. 277 8 mi., then W 2.2 mi., follow signs. San Angelo, Texas. 915/655-5061. Every 3rd Sunday.

SAN MARCOS MOTOPARK
San Marcos, Texas. 512/392-5979. Every 2nd & 4th Sunday.

SEMINOLE CTY MX PARK
Seminole, Okla. 9 mi. S of Seminole on new Hwy. 99. Pro-Am. 405/382-5818. Every 1st & 3rd Sunday.

SOONER MX PARK
Amber, Okla. 37 mi. SW of Okla. City, take Hwy. 37 to Tuttle, then Hwy. 92 S to Amber. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
3 mi. S of Lockhart, Tx. on Hwy. 183. 512/398-3328. Every 4th Sunday.

SQUABBLE CREEK
Rockwall, Texas. I-30 to Rockwall exit, Hwy. 205, turn N, 6 mi. thru down, to FM 552, then L to track. 214/272-6376. Every 1st, 3rd & 5th Sunday.

SEMMONS CYCLE PARK
I-35 btwn. Carrolton & Lewisville, Tx., exit Sandy Lake Rd. Go N, 3 mi. on R. 214/241-4270. 1st, 3rd & 5th Sunday.

SWAN TEXAS
6 mi. N of Tyler, Tx. in the Piney Woods. 214/561-1463. Every 1st & 3rd Sunday.

TWIN OAKS PARK
13 mi. NE of Claremont, Okla., on Hwy 66, to end of 4-lane. 1 mi. E, ¼ mi. S. look for signs. 918/341-1143. Every 2nd & 4th Sunday.

Dirt Track

BAYTOWN RACEWAY
Baytown, Tx. Exit I-10 at North Main exit, 2 mi. N of I-10. Pro-Am. 713/576-6025. Every Sunday.

COLO. NAT'L. SPEEDWAY
Erie, Colo. 20 mi. N of Denver on I-25 & follow signs. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

DeANZA RACEWAY
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

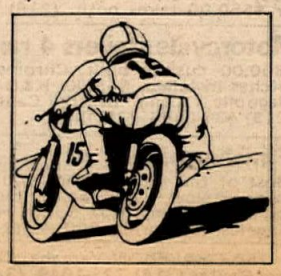
THUNDERBIRD PARK
5 mi. E of Claremore, Okla. 918/341-8282. Every Saturday night.

WILL ROGERS MEMORIAL CENTER
Barn 8, Ft. Worth, Texas. 817/268-0681, 214/276-0409. Every Saturday night.

Hillclimb

DALLAS TX
Btwn. Hwy. 80 & Dallas-Ft. Worth Tnpk in Dallas. 214/337-7534. Every 3rd Sunday.

LAKE WHITNEY RANCH
Lake Whitney, Tx. Texas Hillclimbers Assn. 214/337-7534. First Sunday.



WANT ADS

'72 Husky 450 WR
Excellent condition with many extras, never bored, $650.00. (714) 842-6787. (5)

1973 JAWA 500-DT speedway bike, extras, $1,600.00. (213) 883-9805. (5)

'73 Rickman
with Hodaka Super Rat engine. Bing carburetor, reed valve, porting, pipe. Everything fresh and excellent condition. A winner! $395.00. (213) 375-0891. (5)

'73 HUSKY 250 CR. Rebuilt engine, DID rims, Pro Fab swingarm, ported, Boge shocks, excellent condition. $750.00 or best offer. (714) 539-5062. (5)

Yamaha 175, '72
Strictly dirt, race piston, ported, carb, Bassani pipe, $275.00. (213) 828-3832. (5)

T. Hallman
Leathers, red, white, blue, size 32, new, worn only 3 times, $50.00. Bell Super mag helmet, size 7-1/8, new, worn only 3 times. Bell Super jacket, new, size large, $20.00. Bell Pro equipment bag, new, $10.00. Call Brad (714) 673-8773. (5)

'74, 125 Bultaco
Runs great, very dependable, 350x21 Curnutts, desert tank, $850.00. Also '71, 250 Pursang, great shape, two tanks, Curnutts, $475.00. (213) 846-6925. (5)

'72 BULTACO 250 Pursang, xlnt. cond., stored 16 months, many extras, $425.00. (213) 695-2988. (5)

XR 75 new engine
DG tunnel port head, needle bearing racing cam, lighten flywheels, 80cc bore, reworked forks, DG swingarm, Boges, 3 pipes & padded seat, $425.00. (714) 750-7042. (5)

'73 Honda Elsinore
Excellent, never raced, must sell, $550.00. (714) 871-3659. (5)

FOR SALE — '75 RM 125 engine — newly rebuilt, heavy duty bearing, Dubont super crank, JBS porting, DG pipe and head — Call (714) 897-4101. (5)

1974 MT 250 HONDA, excellent condition, $650.00. (714) 994-3937 after 6 p.m.

Yamaha 360
Swenco leading link, Curnutts, Pettys, Uni, chamber, desert tank, skid plate, 21" front, mix, barrel cleaned up, perfect condition, $400.00. (213) 426-4192. (5)

'73, 100 MX & '69, 175 YAMAHA, new tires, new chain, new bottom & top end on 100, new bottom end on 175. $300.00 each or $550.00 takes both. (213) 925-4344. (5)

Motorcycle trailers 4 rails
$300.00 custom built. Chrome-plated trailer hitches installed, $45.00. K&B Welding, 1465 Magnolia, Long Beach, California 90806. (213) 436-0666. (30/TFN)

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987.

750 CHAMPION Yamaha, CDI, latest stuff, Jim Baxter (314) 723-1949. (3/4x)

'73 Suzuki TS-185
Virtually new, under 400 miles, ridden sparingly by wife, great trail/street machine. Must sell, $450.00/best offer. (213) 836-0826. (5)

'72 Husky 450 WR Desert Master
Long swingarm, Curnutts, plastics, 350/450, etc. Desert ready, $575.00. (213) 447-2530. (5)

RM250, 1976
Like new, 6 hrs. on engine. Too fast for owner, $995.00. (714) 822-8471. (5)

Husky 250 CR
Akront rims, skid plate, Curnutts, never raced, great condition, trail ridden only. Includes Bell Super Magnum helmet, $750.00/offer. (213) 831-1092. (5)

YZ 125 monoshock parts
Stock pipe, $20. Seat, $20. Head, $5. Complete rear wheel, $35. Swingarm, $20. Also 11.9 Konis w/springs, $30. Call evenings (213) 986-2011. (5)

'74 Yamaha 360, must sell
3,500 miles, never raced, SC500 top-end, stock, street legal, $525. (213) 479-0376. (4/3x)

Partsman
Must have previous Honda experience. Full time, paid company benefits. Contact Ron Jackson, Honda of Santa Ana, 301 West Warner, Santa Ana, CA. (4/2x)

Manufacture representative wanted
to call directly on motorcycle dealers, selling motorcycle dynamometers and related service equipment. Contact Jim Sentyrz, Hartzell Specialty Products Division, 2516 Wabash Ave., St. Paul, Minnesota 55114. (612) 646-9456. (4/3x)

5 bike trailer
4 — bikes staggered forward — one across front, holds 4 — 5 gallon Jerry jugs — 14 inch wheels, manuf. West World Co. Lots of tie downs. Will trade for 3 bike trailer. (213) 391-5876. (5)

'73½ BSA MX
New top end overhaul plus lights and many improvements. $800.00 or best offer. (213) 943-4465. (5)

Wanted
750 Honda basket case. Must have all the parts for engine & frame. (213) 427-7650. (50/TFN)

'73 CZ 400
Desert ready, safety wired, blue tank, black frame, never raced, excellent condition, $700.00. (213) 921-3135. (5)

Speedway special
1972 Jawa, excellent condition, & over $2,000.00 in spare parts and accessories. For more info call Greg Haserot, eves. (213) 693-9419 or (213) 692-4068. (5)

'74 Yamaha YZ 125
Forward mounted Boges, Skyway pipe, D&G radial head, CZ type plastic airbox, Trickit fork kit with S&W springs, Andre bars, excellent condition. Must see, $495.00. (213) 361-6479. (5)

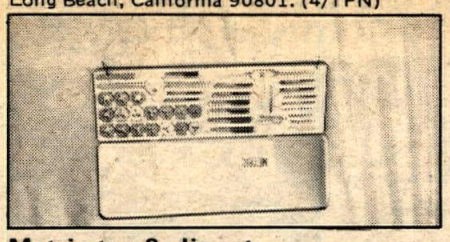
325 Royal Enfield
'66 Continental G.T., 5 speed rare cafe, mint collector's motorcycle. $700.00. Contact: Dick Blair (213) 255-9551. (5)

250 Yamaha MX
New top end, new bottom end, new 460 — fast — dependable, $400.00. '71 Bultaco 250 Pursang, new top end, $300.00. (714) 734-1379. (5)

Call us on our tire prices
(213) 289-5301. (43/TFN)

PENTON .74 — 250cc & '74 MAICO 250cc. Low hours, both bikes absolutely perfect. $650.00 take your choice. (209) 233-1834. (5)

BIKER magazine is for the road riding man. Published bi-weekly by the folks who bring you Cycle News. Free BIKER pin with each subscription. Send $7 for one year of BIKER (25 issues) to BIKER, Box 2610, Long Beach, California 90801. (4/TFN)



Metric tap & die set
40 piece tungsten steel set with all the accessories to do most jobs on your motorcycle, $13.95 plus tax & postage. CODs, 50¢ extra. Hilesalu Mfg. Co., 322 N. Lima St., Burbank, California 91505. (213) 842-3280. (5/2x)

'73 Kawasaki F9 5000 mi.
Super clean, never raced, previous owner broke his body in car wreck — must sell! $700.00 or best offer. (213) 464-2341. (49/TFN)

Motorcycle trailers
Major brands 2 & 3 rails — small or large wheels. Prices start $176.00 — ramps, hitches, Tie-downs & accessories — everything 20% off list. MSC, Sun Valley (213) 767-1757. (3/4x)

FOR SALE: 250 twin Yamaha, Champion frame & 360 Yamaha Champion frame — many extras. Phone (213) 965-9376 after 6:00 p.m. (3/4x)

Yamaha 125 GP road racer
New top end, 32mm Mikuni, Sanderson custom pipe, new Boge shocks & Avon GPL tires, DID alloy rims, Diamond chain. Never crashed, xlnt. $425.00. (213) 325-5661. (5)

Koni GP shocks
13", with 110 and 135 16 springs, $60.00. Call before 2:00 p.m. (213) 427-1579. (5)

Want TT 500
Must sell '75, 250 MX Yamaha monoshock, $875. Call after 6 p.m., after 3 p.m. weekends (213) 421-0050. (5)

Husky — Kawasaki — Suzuki
360 GP Husky, $1350.00. 750 Kawaski cafe racer, $900.00. TS 50 Suzuki, $100.00 needs motor work. Eves. (714) 523-5878. (5)

'75 Penton 400 ISDT special
Excellent condition, fast, licensed. Built by KTM for the 6 Days. $1195.00. Call (408) 259-2735. (5/2x)

'74 Can-Am 175
Good condition, phase two, excellent playbike, only $475 takes it. (714) 540-9030. (5)

'73, 250 Astro
Excellent condition, nickel frame, fresh top end, new ignition, new clutch. Must see to appreciate. Sacrifice $400.00. After 6 weekdays (714) 995-6060. (5)

750 Triumph dirt tracker
Trackmaster chassis, Sifton valve train, T-T and flat track conversions, extra wheels, and full set of sprockets. Fresh! $1750.00. Jim (415) 465-1848. (5/2x)

1974 Suzuki TM400 like new
Only four hours on bike — extra gear and skid plate, $700.00 firm. After 7:00 p.m. (714) 983-1400. (5)

New Husky up & down pipes, $15
Hooker pipes for '69-'71s normally over $60.00. (714) 986-3038. (5)

'74, 450 Maico
DIDs, H.D. spokes, Andres bars, plastics, new mag, factory small clutch, lay downs w/GP Konis 8", front 8", ports matched, piston lightened, more, $950.00. (213) 338-9682. (5)

'73 Bul. Sherpa "T" 326
X'lent condition, new shocks & extras. $675.00 or best offer. (Eves.) (714) 540-7199 or (714) 644-7776. (5)

Primo Pursang
'74, 250, 8" forks, moved up Boges, ported, $750.00. Extras. (213) 767-4043. (5)

RM 125
Super clean, super fast, many extras, $625.00. (805) 251-1437. (5)

$500.00
'73 Elsinore 250. Don Jones porting, reed, 37mm carb, air forks, FMS Konis with coolers, aluminum swingarm, TM pipe, ex-project bike, must sell. (714) 528-8865. (5)

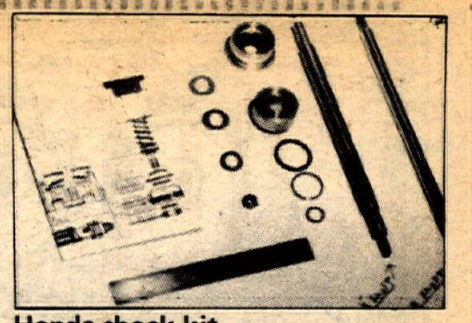
HUSKY (MG-360), des. tank, MX tank, A-1, fast, $385.00. (714) 637-6283. (5)

'73 Husky 400 CR
New Red Wire ignition, new sprockets & chain, brand new Boges, laid down, new fenders, 2 tanks, 2 filters. $695.00 or best. (714) 528-6443. (5)

Hire me!
Am qualified in parts, accessories, service management, and new & used bike sales. Resume on request. Call anytime, ask for Mike (714) 284-1811. (3/3x)

Used Bultaco parts
Any year, any model. (213) 896-6209. (4/4x)

'73 Triumph 750
Like new. Semi chopped, low miles, must see to appreciate. Call (213) 634-0800. (29/TFN)



Honda shock kit
to fit all Elsinores & MT 175 enduro. Specify year, $9.95 each shock. C.O.D. OK. Hilesalu Mfg. Co., 322 N. Lima, Burbank, California 91505. (213) 842-3280. (5/2x)

$15/30/5 LIABILITY INSURANCE, 12 months rates: 70cc's $24, 250cc's $38, 500cc $60, 650cc's $73, 1200cc's $85, (All other coverages available). (213) 679-3318. California Motorcycle Insurance Agency, Box 92867, Los Angeles, CA 90009. (1/TFN)

'72½ Husky 250 CR
Original bore and still running strong, Skyway, extra tank, Cheng Shin, etc. $500.00. (714) 595-7696 or (714) 539-9123. (5)

2 Hondas for price of one
250 Elsinore, forward mounted shocks, all new tranny, custom pipe, lots of plastic. Will throw in 50 mini trail. Giving up motorcycles. Both only $495.00. (213) 248-5918. (5)

BIKER magazine is for the road riding man. Published bi-weekly by the folks who bring you Cycle News. Free BIKER pin with each subscription. Send $7 for one year of BIKER (25 issues) to BIKER, Box 2610, Long Beach, California 90801. (4/TFN)

SHUT UP OR PUT UP!

If you're in the motorcycle business, you know the bad effect loud noise levels from a few motorcycles can have on your neighbors, your local officials *and* your business. But did you know that we're doing something about noise control?

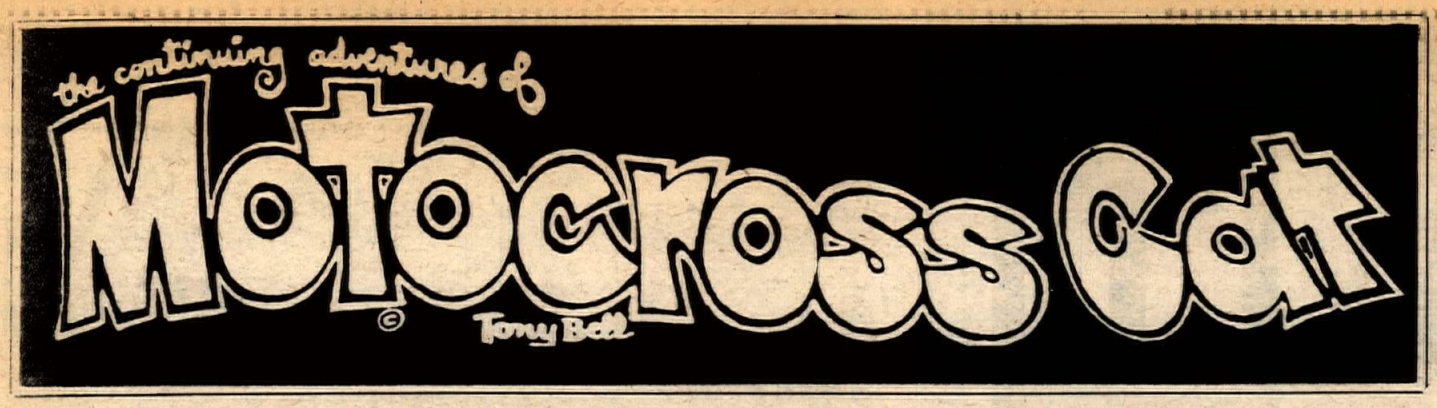
We're supported by members from all areas of the motorcycle industry, and we're using the strength of that support to convince people that we can regulate ourselves as an industry. Among other projects we've got educational campaigns going to show riders that if they don't "pipe down" they're going to have to put up with standards and regulations imposed on them from outside the industry.

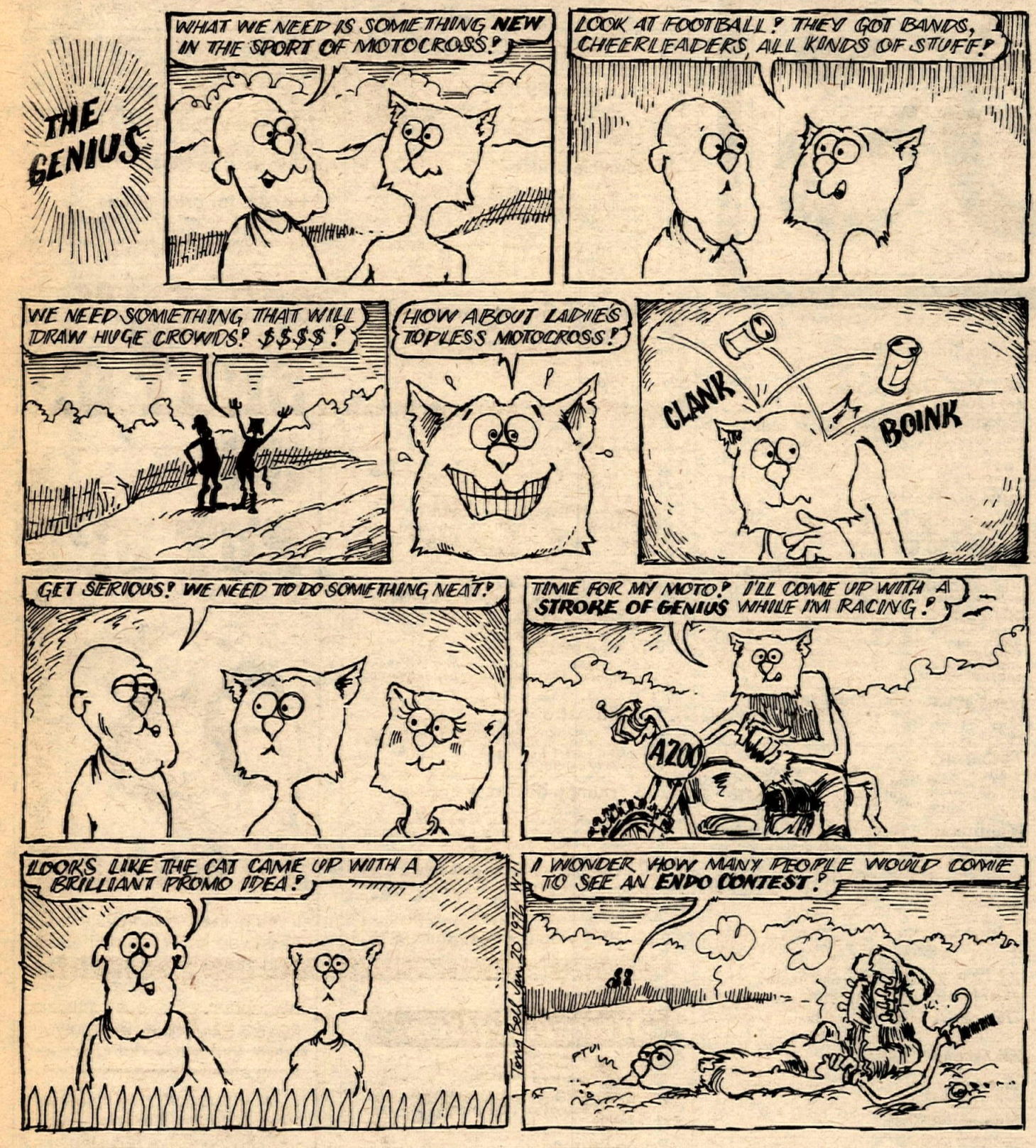
We're the Motorcycle Industry Council. We're strong, but to grow stronger we need you!

Send for membership package.

MIC

Motorcycle Industry Council, Inc.
1001 Connecticut Avenue, N.W.
Washington, D. C. 20036





Motorcycle salesman wanted
No. 1 economic hot shot in U.S. (Fort Hood, TX area), $17,000 plus. Only experienced need apply. (817) 753-4942. (5/2x)

'73 Honda CR 250
Bike has been rebuilt, moved up shocks, T&M pipe. Call for more on bike. Asking $635.00. (714) 551-2789 or (714) 821-9260. (5)

Partsman wanted
Experienced only need to apply. Immediate opening. Hacienda Heights Honda, 507 N. Azusa Ave., La Puente, CA. (213) 968-6461.

250 OSSA PHANTOM. G.P. motor, 8" front and rear, three pipes, extra shocks, seat, tank, bike cover, swingarm, gears, clutch, many more spares, $950. (213) 367-1722.

'74 Bultaco MK-7, 250 Pursang
With lighting, super trail bike, 8 inch front & 7 inch rear suspension. Many more goodies, $650.00. (213) 896-6209. (4/2x)

Call us on our tire prices
(213) 289-5301. (43/TFN)

"Munari & Norstar boots" $59.95
Will ship anywhere. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (46/TFN)

Tired of paying high prices?
$ We were, but no longer. Scott Polarized goggles, $14.49. Jofama gloves, $19.49. Fox Shox complete, $93.49. DG radial head, $35.49. While they last. $ Harris Cycle House, 7508 Padova, Goleta, CA 93017. (805) 968-9994. (4/2x)

1971 Husky 400cc CR
Must sacrifice, many extras, good condition, owner's manual, $400.00. Days only, ask for Doug (213) 390-3406. (5)

HONDA TRIALS TL-125, box stock and like new, $495. (805) 498-5115. (5)

'73 Yamaha 250 MX
Desert tank, Koni shocks, clean and dependable, desert ready. Call after 6:00 p.m. $575.00. (213) 862-5336. (5)

1955 Matchless 500 single
Complete, beautiful, partially restored classic, $500.00. Clear title. For details write: Box D, Jerome, Arizona. Photos $1.00. (602) 634-8297. (5)

'75 Yamaha RD350
Like new, 2,000 miles, great running bike, $900.00. After 5:00 (213) 324-4867. (5)

YAMAHA '74—175 enduro, $575. '72—100, pipe & all plastic, $225. (213) 538-3549. (5)

Husky long travel
We modify your forks and frame to 85" travel. 2 used GPs, 360 & 250 desert set-up from $1250. New bikes too! Call Bill Saltzman Motorcycles (213) 337-6811. (4/2x)

Let your eng. keep its cool
Reduce wear, add horsepower, runs smoother — Henderlube is the answer — a proven dry film lubricant used by champions on the trannies, cams, chains, sprockets, etc. Call or write FRED BROWNS or HARRY DAWSON — The Dry Lube Experts (213) 733-9151.

'74 — 125 Monark
Very fast, 30mm Bing, Chuck Daly porting, FMF pipe, Pro-fab swingarm, moved up aluminum Konis, more. First $350 takes. (213) 360-5910. (5)

'71 Husky 400-4 speed
Excellent condition, Motoplat ignition, Konis, Hooker pipe, Honda seals, Filtron, outstanding value, must sell. $650.00/best offer. (213) 836-0826. (5)

YAM. MINI 90cc, excellent pit Rat, $150.00. (213) 393-2605 after 6 p.m. (3/3x)

1974 Penton/KTM 175
Engine has new upper & lower end, shocks & forks just rebuilt, aluminum tank, Modesett, Mikuni. Beautifully maintained. Ready to go! Asking $700.00. (213) 864-5826. (5)

'74 Yamaha 125 MX
Fresh engine, ported, plastic tank, Curnutts. Never raced fast. Must see to appreciate. Call after 3 p.m. (714) 821-4935. (5)

400 monoshock
$950.00. A-1 shape. Call (213) 766-6565 after 4:30 p.m. (5)

'75 Honda CR 125
FMF porting, milled head, 30mm Mikuni, H.D. front spokes, excellent, $550.00. (213) 656-3943. (5)

Dirt bike 250 Yamaha
Many extras, good condition, cheap! (714) 842-6088. (5)

New Huskies
New & used trailers
All at mooch deal prices! S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, CA. (213) 587-7244. (2/TFN)

TR3-350 Yamaha drag bike
Custom frame, 6 spd. trans — extra 5 spd. lower end. Many spare parts — race ready. Holds Bonneville land speed record, $800.00. After 6 p.m. (213) 634-5076. (2/4x)

1) ENDURO TIMEKEEPER ("Dial-A-Enduro") $29.95 (wo/watch $23.95). 2) POCKET WATCH HOLDER $9.95. (10 day trial — $1.00 for post. & hand. — California residents add tax). Bonard Ent., 3128 Auburn Blvd., Sacramento, CA 95821. (50/TFN)

'74 XR75
Good condition, $325.00 or best offer. (213) 430-3376. (5)

Shoestring wheel works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment (213) 439-8239. (2/TFN)

Hartzell dyno
Like new, all accessories. Call for particulars, Paul or Bill (805) 922-3871. (5)

Free from Malcolm Smith
104 page racing products catalog. Send 50¢ postage & handling to: Malcolm Smith Motorcycles, 1689 W. LaCadena, Riverside, CA 92501. Dept. CN. (5/3x)

'71 HONDA SL350K1, desert ready, street legal, 4000 miles, $400.00. (213) 427-5988. (5)

FOR SALE: Button magneto for XR-75. 3 rail cycle trailer. (213) 865-9665. (5/2x)

Factory Kawasaki H2R
Ridden by Hurley Wilvert. Special chrome moly frame, mag, aluminum discs. $1,500 or best offer. Call Bruce Hammer at (213) 559-7181. (5/2x)

Champion-Yamaha-frame
750, 1974½, never dropped, perfect condition, $395.00. (408) 374-9320. (5)

'73 Yamaha 125 MX
Very clean, fresh paint, Konis, new bars, sprockets, chain, etc. A1 condition, $395.00. Ask for Roarke (213) 457-9252. (5)

'69 YAMAHA 125 not running, make offer. (213) 867-5350. (5)

125 Hodaka Wombat
Ready for street or dirt — 2 pipes — 2 sets tires, excellent condition, $300.00. (213) 438-1518. (5)

1975 KAWASAKI 250 trials bike, offer. After 6 p.m. (714) 846-6851. (5)

1958 GOLDSTAR. Sanitary. New paint, new upper and lower end. Cerianis and Curnutts. New clutch. After 5, (415) 364-2228. $1300 or offer. (5)

Jawa speedway bike
Race ready and in good condition, some spares. Call anytime (213) 327-4528. (5)

'73 Yam 100 MX
Mint condition, $375.00. After 5 p.m. (714) 546-2988. (5)

'74 TY250 trials
Like new, $700.00 or best offer. (714) 828-5842. (5)

'75, 250 monoshock
Excellent condition, 8½ inch monomod kit & Terry kit. (714) 741-1391. (5)

250 Maico
Wheelsmith tank, nylon fenders, Wheelsmith porting, cranks been lightened. (714) 533-3940. (5)

'70 Indian Velocette
500cc street single — 36 Amal carb — 9" front brake — fish tail muffler — 7,500 miles on machine, $850.00. (213) 344-4991. (5)

1975 Ossa desert Phantom
Laid down shocks, many extras, $795.00. (213) 598-6743. (5/TFN)

1975, 250 Maico
Less than 15 rides, D.I.D.s, pipe, fenders, tank. $825.00 or best offer. (213) 925-5097 days, (213) 429-5313 nights. (5/TFN)

Quitting business sale
Up to 50% off. Bikes, accessories, & fixtures. Stock on hand, subject to sale only. Dirt Bike West, 7139 Canoga Avenue, Canoga Park, California. (213) 340-6521. (4/2x)

Motorcycle trailers
Special 4 rail heavy duty No. 2000 cap., $235.00. Ken's Custom Trailers, (213) 633-2411 or (213) 862-8601. (2/TFN)

IF YOU LIKE roadracing and have talents in the areas of Photography, Promotion, Announcing, Tech Inspection, the W/ERA will pay top salaries for qualified persons. Contact W/ERA Western Office — (602) 985-6359. (4/2x)

Tech club expanding
Engineers, technicians, machinests, draftsmen, mechanics; anyone with good technical work skill and interested in doing off-the-wall motorcycle projects. Gardena-South Bay-Long Beach. Call after 6 (213) 439-8239.

'75 Honda CF 550 F
Low miles, Konis, Goodyears, $1300.00. (213) 393-2605 or (213) 820-3601 ask for Tom. (5/3x)

'74 Bultaco 360 Pursang
Excellent condition, many xtras, must sell, $675.00 or best. (714) 633-0678. (5)

Misc. motorcycle parts & access.
Alloy Elsinore tank, BSA fiberglass tank, Tri. 500 pipes TT & high, near new forks (Boge Univ.), XL 350 frame, pumper carb 32mm, 19" spool Akront wheel, lots of tires. (213) 393-2605 or (213) 820-3601 ask for Tom. (5/3x)

'74 Husky 250 WR
Excellent, see to appreciate, $775.00 or best offer. (805) 270-1540. (5)

KAWASAKI 350 — Betor, Curnutt, C & J, Vesco, T & M — $300. (714) 768-3609. (5)

'74¾ Bultaco 250 Pursang
Konis moved up top & bottom, Diamond primary, fenders, Andres, Magura throttle, H.D. rear spokes. Must sell! $595.00. (213) 761-3135. (5)

'75 Bultaco 250 Pursang
Excellent condition with extras, $750.00. (714) 879-8254. (5)

Speedway — Jawa
Absolutely beautiful — hasn't been ruined or monkeyed with — as have probably all of the other used Jawas that you have looked at. (714) 675-3085. (5)

Mini speedway bike
JSRA legal, Honda engine, chrome frame, near new, $595.00. (714) 838-2902. (2/3x)

Husqvarna pipe wanted
1971 Husqvarna 360 stock pipe wanted. Call Ron regarding reasonable prices! (213) 596-8148. (1/TFN)

MAICO 450cc, $800.00. Ride with the big ones. (714) 244-3271. (4/2x)

Enduro special
XL-410; engine by Hi-per-kinetics, custom air box, fork kit, long travel shocks, 3.2 gal. Big River gas tank, Preston Petty headlight & fenders, Inter-Am bars, extras. This bike is enduro-ready and is a winner! Only $795. (213) 421-9179. (3/TFN)

XL 350 parts
Stock forks and wheels, near new, 250 trans, crank with rod, side cases. Before 9 a.m. & after 7 p.m. (213) 376-8098. (5)

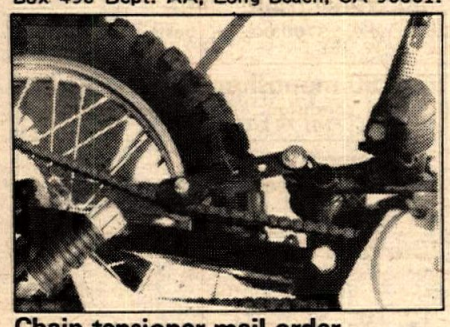
'75 CR 125 Honda, $595
Absolutely perfect, like new condition, 32mm Mikuni, 7 inch rear travel, Boges, stock bore. Looks good & quick. Also SL 100 Honda, $100. Eves. Al (213) 437-5847 or (213) 698-5417. (5)

Yamaha TZ750B — new!
Complete w/factory fairing & bubble. One of only five released, price negotiable. Berkeley Yamaha, 1548 University Ave., Berkeley, CA 94703. (415) 848-2309. (3/TFN)

TD3
6 spd., ½ miler with road racer & spares & 100cc Kawasaki pit bike. All for $2200 or best offer. Call G. Scott (805) 965-1607 — will deliver. (4/2x)

1975, 250 G.P. Husky
Raced 6 times, race ready, $1225,00. (714) 991-7630. (3/3x)

"Pipe builder!"
In Anaheim area. Write Cycle News West, P.O. Box 498 Dept. AA, Long Beach, CA 90801.



Chain tensioner mail order
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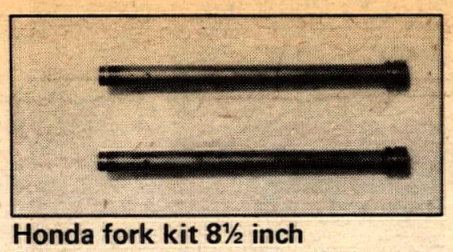

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BLUE STREAK — Porting and flowtesting. Two-stroke cylinder porting and polishing stages; four-stroke cylinder head flowtested porting. No yogurt filled shocks, no chromed clutch plates, no B.S. We will, however, give a cute sticker away to customers. Porting is our ONLY business. Call: 714/992-4921. 737 S. State College Blvd., Fullerton. CA. 92631.

ED PATTEN'S CYLINDER CLINIC — PO Box 534, Deer Park, TX. 77536. Phone: 713/479-7237. Your cylinder ported for track or street — also precision boring. 6 years experience on porting and boring.

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JENKINS HOT SHOES. Professional quality steel shoes for all types of dirt track racing — $35.00. To order send your boot or cutout pattern of sole specifying boot toe height to: Jenkins Hot Shoes, PO Box 751, Norco, CA. 91760. 714/735-0725.

KEN MAELY. The Original Shoeman since 1950. Steel Shoes custom made to order, $40.00, also 14" lace up boots, $45.00. Send boot or cardboard pattern, specifying boot toe height. Route 2, Box 75B, 8530 Bedford Motorway: Corona, CA. 91720. 714/735-0540 Do not settle for a cheap imitation of my product.

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TIME FASTENER CO., 2428 Rosemead, Blvd., South El Monte, CA. 91733. 213/579-1304. Time-Sert is the finest thread repair system available. Easy to install, self-locking and very permanent. Some users are: Kawasaki, Yamaha, Honda, Can-Am, Donovan Eng., Keith Black, McCulloch Motors, and others. American & metric threads.

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Q & E CYCLE ENGINEERING & SUPPLY. High performance two-cycle pistons. Sizes from STD tc .080. 1140—A No. Kraemer Blvd. Anaheim, CA. 92806. 714/630-5720. Catalog on request.

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Q & E CYCLE ENGINEERING & SUPPLY. Montesa bikes and parts. Completely equipped Machine Shop: boring, sleeving, pressing, milling, heliarc, etc. Specializing in multi-rod crank rebuilding. Engine rebuilding & repair. Custom electrical & electronic design. Wiseco piston distributor. Service on all bikes. 1140-A North Kraemer Blvd. 714/630-5720.

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HOCKIES MOTORCYCLE. Sales & Service, 22025 S. Figueroa St., in Carson off Harbor Fwy. 213/328-1242. Gre., Yankee, Ossa, Hod., Bultaco. Also used bikes. Best Parts supply in town. We service what we sell. Complete mach. shop. Ex. tuning& mech. work. Hours: 9-6. Sat. 10-5. Closed Sun. & Mon.

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AWARD MOTORS, INC. Orange County's only Honda, Yamaha & Triumph dealer. Dyno tuning & boring. We have Orange County's largest motorcycle accessory display. 1680 Newport Blvd., Costa Mesa, CA. 92627. 714/642-4343 or from North Orange Co. 714/833-9777. Hours: Mon-Fri. 9-7, Sat. 9-6.

Culver City

GB PRECISION MOTORCYCLES. Only authorized dealer in West Los Angeles area. Maico & Indian motorcycles. Complete motorcycle service, sales, & parts. 8750 W. Washington Blvd., Culver City, CA. 90230. Directly across from old Helms Bakery or new Antique Guild. Hrs: 9a.m. - 10p.m. Mon. — Sat. 213/836-1949.

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HONDA, BMW, TRIUMPH. Bill Robertson & Sons, Inc. — The one stop shop for the Beginner or Expert. Dirt or street, racer or Rider. Sales, Service, Parts, Mail order, Accessories, Insurance. Near Hollywood frwy. Open six days a week. 6525 Santa Monica Blvd., 213/466-7191.

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INTENSIFIED CROWELL CYCLE SHOP. Ossa, Hodaka, Maico, Moto-Guzzi. Complete parts & service. 10427 Prairie Ave., Inglewood, CA. Ph: 213/673-5562. Hours: Mon-Fri. 9-6, Sat. 9-4.

LaHabra

LEBARD & UNDERWOOD. 321 E. Imperial Hwy.La Habra, Ph: 714/879-8252 or 213/691-0553. Sales, Service, Parts & Insurance. Honda, BMW & BSA. Parts Dept. open Mon-Fri. 9-9, Sat. 9-5, Sun. 11-5.

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HARLEY DAVIDSON OF LONG BEACH. 3654 Long Beach Blvd. 213/426-7101. H-D dealer for Long Beach area. Full line of parts & access. for both Road & Competition riders. Top quality service, fully equipped svc. dept. Open Tues.-Fri. 8:30 to 5:30., Sat. 8-4:30.

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HARLEY DAVIDSON OF LOMITA. (2 miles west of Harbor frwy) between Crenshaw & Western in the South Bay Area. We specialize in late model parts, prompt service and volume sales of new and used Harley Davidson Motorcycles. Tues.-Sat. 8:30 to 6:00, Sat. till 4:30. 213/534-5530

PACIFIC COAST HONDA. 1820 W. Pacific Coast Hwy. between Western and Crenshaw. Sales & Service & Financing for those hard to get CR 125M and CR-250M parts and accessories. Also a complete line of street accessories. Honda generators. 213/326-3810.

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SUNSHINE YAMAHA, INC. Yamaha & Bultaco authorized dealer — Sales, service, parts, insurance, and all your riding accessories. The most complete dealership in Orange County specializing in fast and personal service. Open 7 days a week. Mon.-Fri. 9-7, Sat. 9-6, Sun. 10-4. Sunshine Yamaha, 1010 W. Chapman, Orange. 714/633-0064.

CALIFORNIA SUZUKI OF ORANGE. Orange County's exclusive one stop Suzuki dealership. Complete stock of all models. Full service. Machine shop. Large inventory of parts & accessories. Insurance. M/C trailers. Open 6 days. Mon.-Fri. 9 am-8 pm. Sat. 9 am-6 p m. Close Sundays. 1915 E. Katella Ave. Katella off-ramp Newport Freeway. 714-639-7771.

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CASEY'S CYCLE REPAIR. Triumph, BSA, Old Harley parts. Complete machine shop. Open Tuesday thru Saturday 9-6 p.m. 10249 San Fernando Rd., Pacoima, CA. Phone: 213/899-9519.

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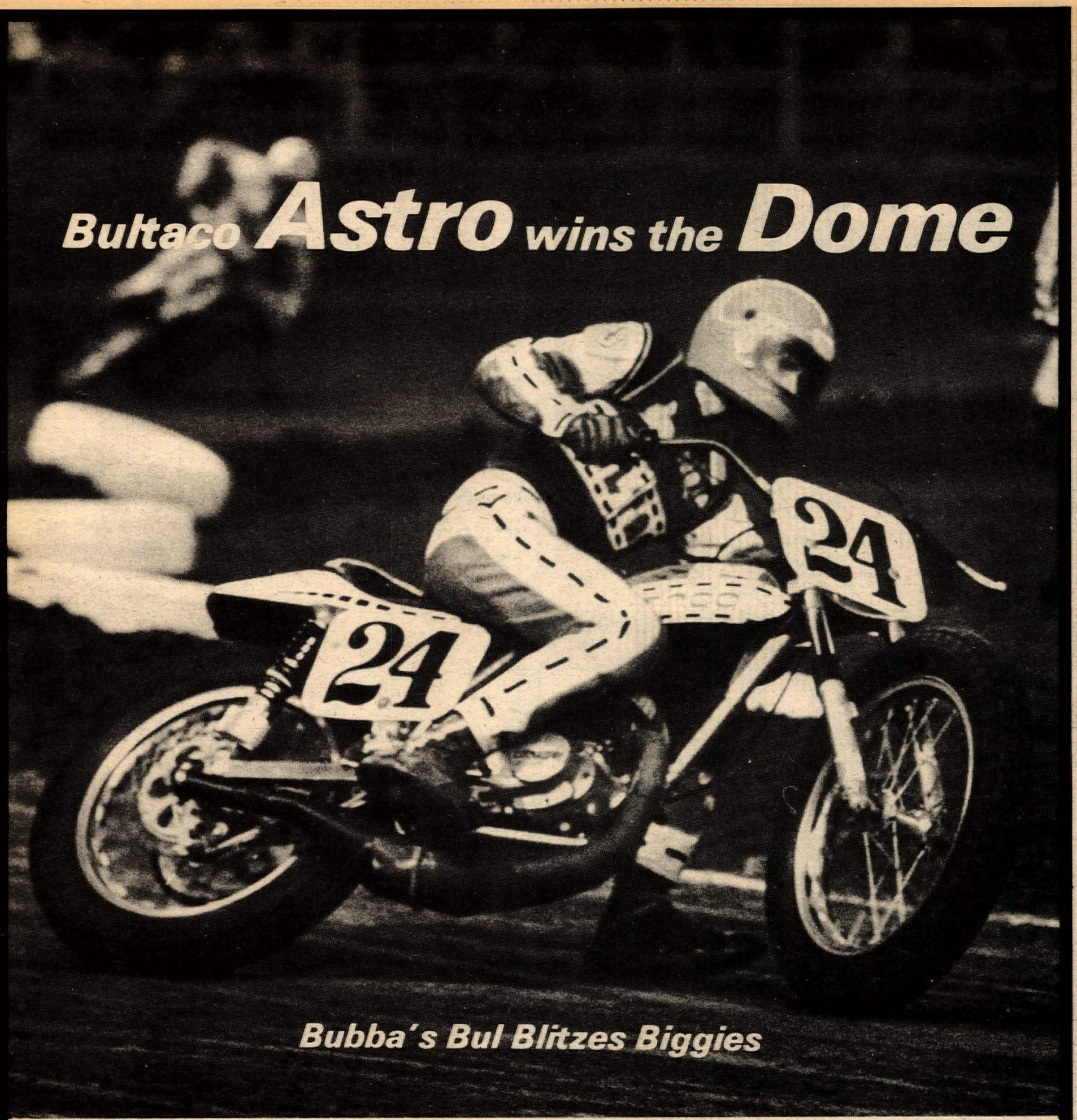
Bultaco Astro wins the Dome

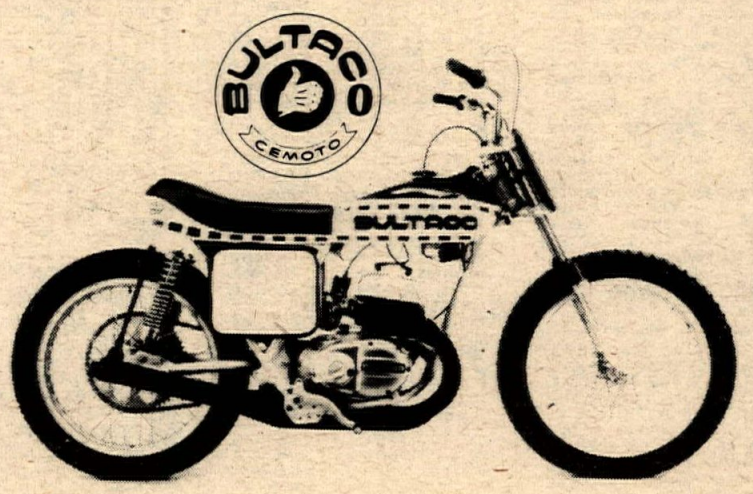


Bubba's Bul Blitzes Biggies

David "Bubba" Rush, a privateer racer, wasn't considered a favorite for this year's Short Track National at the Houston Astrodome. After all, the 19-year-old expert from Houston, Texas doesn't have a factory ride. What Bubba Rush does have is a **Bultaco Astro!** So when the final checkered flag fell and Bubba Rush was declared the winner, we weren't surprised.

In its 9 year racing history there has never been an Astrodome without a **Bultaco** winner. . .and **Bultaco** riders have won the National 3 times.

Our congratulations are also extended to Terry Poovey who won the Short Track Trophy Race and Rob Morrison who finished 8th in the TT National on **360 Astros**.. . .**BULTACO**. . . .the enthusiast machine.



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